

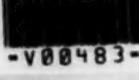
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OPERATION & WORKS COMMITTEE MG.O

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CITY OF MISSISSAUGA
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City of Mississauga

P. Johnson

MEMORANDUM

To Chairman & Members of the
Public Works Committee
Dept. _____

From Denise Peternell
Dept. Committee Co-ordinator

June 11, 1982

Please be advised, that due to insufficient items for the agenda,
the Public Works Committee scheduled to be held on Thursday,
June 17, 1982, has been cancelled, with the consent of the Chairman,
David Culham.

The next meeting of the Public Works Committee is scheduled to be
held on Tuesday, July 13, 1982, at 9:30 A.M.

D. Peternell

Denise Peternell (Mrs.)
Committee Co-ordinator
Clerk's Department

cc: Mayor & Members of Council
All Department Heads



City of Mississauga

MEMORANDUM

To Chairman and Members of the
Public Works Committee

From Denise Peternell
Dept. Clerk's

July 7, 1982

Re: Public Works Committee
Cancellation of Meeting
File: A.03.04.06

At the request of the Chairman, Councillor D. Culham, the meeting of the Public Works Committee, scheduled for Tuesday, July 13, 1982, has been cancelled due to the lack of business.

The next regular meeting of the Committee will be held on Wednesday, August 11, 1982 at 9:30 a.m.

D. Peternell

Denise Peternell
Committee Co-ordinator

cc. Mayor and Members of Council
Department Heads



City of Mississauga

MEMORANDUM

To Chairman & Members of the
Public Works Committee
From Denise Peternell
Dept. Clerk's

August 6, 1982

Re: Public Works Committee
Cancellation of Meeting
File: A.03.04.06

Please be advised, that due to insufficient items for the agenda,
the Public Works Committee scheduled to be held on Wednesday,
August 11, 1982, has been cancelled.

The next meeting of the Public Works Committee is scheduled to be
held on Thursday, September 16, 1982 at 9:30 a.m.

Denise Peternell

Denise Peternell
Committee Co-ordinator

cc: Mayor and Members of Council
Department Heads



City of Mississauga

MEMORANDUM

To Chairman and Members of the
Public Works Committee
Dept. _____

From Denise Peternell
Dept. Clerk's

September 10, 1982

Re: Public Works Committee
Cancellation of Meeting
File: A.03.04.06

At the request of the Chairman, Councillor Culham, the meeting of the Public Works Committee, scheduled for Thursday, September 16, 1982, has been cancelled due to the lack of business.

The next meeting of the Committee will be held on Thursday, October 21, 1982 at 9:30 a.m.

Denise Peternell

Denise Peternell
Committee Co-ordinator

/pj
cc. Mayor and Members of Council
Department Heads



City of Mississauga

MEMORANDUM

FILE

To _____
Dept. _____

Denise Peternell

From _____
Dept. _____
Clerk's _____

October 21, 1982

Re: PUBLIC WORKS COMMITTEE
October 21, 1982

The Public Works Committee meeting scheduled for October 21, 1982, failed for lack of quorum and all items on the agenda for the meeting have been forwarded for inclusion on the agenda of the General Committee meeting to be held on October 27, 1982.

D. Peternell

Denise Peternell (Mrs.)
Committee Co-ordinator

CC:

MEMBERS:

Councillor D. Culham, Chairman
Mr. J. Newell, Vice-Chairman
Councillor D. Cook
Councillor M. Marland
Councillor R. Skjarum
Mr. P. K. Kar
Mr. J. Rogers
Mr. W. Schofield
Mr. W.P. Taylor, Commissioner, Engineering & Works

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

PUBLIC WORKS COMMITTEE

THURSDAY, OCTOBER 21, 1982 AT 9:30 A.M.

COMMITTEE ROOM 'A'

MEMBERS:

Councillor D. Culham, Chairman
Mr. J. Newell, Vice-Chairman
Councillor D. Cook
Councillor M. Marland
Councillor R. Skjarum
Mr. P. K. Kar
Mr. J. Rogers
Mr. W. Schofield

PREPARED BY:

Clerk's Department

DATE:

October 18, 1982

COMMITTEE MEMBERS ARE REQUESTED TO CONTACT THE APPROPRIATE
DEPARTMENT HEADS PRIOR TO THE MEETING IF GREATER EXPLANATION
OR DETAIL IS REQUIRED WITH REGARD TO ANY ITEM ON THE AGENDA.

15C/68C

INDEX, PUBLIC WORKS COMMITTEE AGENDA, OCTOBER 21, 1982

<u>ITEM #</u>	<u>FILE #</u>	<u>SUBJECT</u>
1.	J.05.82041	Sidewalk Plowing and Sanding on New Sidewalks included in the 1982 Capital Construction Programme
2.	F.05.04.01	Refuse Collection during Christmas and New Year Weekends
3.	J.05.82043	Implementation of Computerized Traffic Control System - City of Mississauga - Status Update
4.	F.06.03.01	Mississauga Road - Dundas Street southerly Traffic Accident Analysis
5.	F.06.04.05	Yield Signs
6.	A.03.04.06	Summary of Unfinished Business

- 1 -

October 18, 1982

CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE

THURSDAY, OCTOBER 21, 1982
COMMITTEE ROOM 'A' AT 9:30 A.M.

A G E N D A

MATTERS FOR CONSIDERATION:

1. Report dated July 22, 1982, from the Commissioner of Engineering and Works with respect to Sidewalk Plowing and Sanding on New Sidewalks included in the 1982 Capital Construction Programme.

Public Works Committee, at its meeting held on February 18, 1982, recommended that various locations be included in the 1982 sidewalk construction programme for a total estimated cost of \$200,000. and that the necessary tender be called.

In his report, Mr. Taylor lists the sidewalks that are to be constructed as part of the 1982 Sidewalk Capital Programme, as follows, with Items 1, 2, 3, 5, 8, 9, 10 and 11 being placed on a priority basis for winter maintenance owing to the high pedestrian counts, proximity to schools or high density areas:

- 1) Fairview Road (south side) from Hurontario Street to Palgrave Road.
- 2) Dixie Road (west side) from Fairway Apartments to Dixie Plaza.
- 3) Cawthra Drive (south side) from Arbor Road to Cawthra Park.
- 4) Ripon Street (south side) from York Street to Airport Road.
- 5) Britannia Road (north side) from Ardsley Street to Ellesboro Drive.
- 6) Thamesgate Drive (south side) from Redstone Road to Airport Road.
- 7) Dunbar Road (south side) from Confederation Parkway to Argyle Road.
- 8) Airport Road (east side) from Hilton Hotel to Airway Centre.
- 9) Wolfedale Road (east side) from C.P.R. to Gillian Street.
- 10) Lakeshore Road (north side) from Inverhouse Drive to Southdown Road.
- 11) Mississauga Road (east side) from Kedleston Way to Comanche Road.

October 18, 1982

Mr. Taylor recommends:

That the level of service on the following sidewalks be increased to a priority basis for plowing and sanding:

- 1) Fairview Road (south side) from Hurontario Street to Palgrave Road.
- 2) Dixie Road (west side) from Fairway Apartments to Dixie Plaza.
- 3) Cawthra Drive (south side) from Arbor Road to Cawthra Park.
- 5) Britannia Road (north side) from Ardsley Street to Ellesboro Drive.
- 8) Airport Road (east side) from Hilton Hotel to Airway Centre.
- 9) Wolfedale Road (east side) from C.P.R. to Gillian Street.
- 10) Lakeshore Road (north side) from Inverhouse Drive to Southdown Road.
- 11) Mississauga Road (east side) from Kedleston Way to Comanche Road.

RECOMMEND ADOPTION

2. Report dated September 30, 1982, from the Commissioner of Engineering & Works with respect to refuse collection by Robran Construction Limited during the Christmas and New Year Weekends. Robran Construction has requested that Monday, December 27, 1982 be considered as a holiday for the contractor. The Region of Peel advises that the Regional Landfill site is scheduled to be closed on Monday, December 27, 1982.

Robran Construction proposes to pick up Mondays' refuse on Tuesday and Tuesdays' refuse on Wednesday, subject to the usual notification to the public. There is no holiday requested for the New Year weekend.

October 18, 1982

Mr. Taylor recommends:

That the following work schedule for refuse pick up over the Christmas and New Year weekends be approved subject to the required notices to the public:

Friday, December 24	Regular workday
Monday, December 27	Holiday
Tuesday-Friday, December 28-31	Regular workdays
Monday-Friday, January 3, etc.	Regular workdays

File: F.05.04.01

RECOMMEND ADOPTION

3. Report dated October 14, 1982, from the Commissioner of Engineering & Works in response to Resolution #624 which was adopted by Council at its Special Meeting held on November 26, 1981 which dealt with the implementation of Computerized Traffic Control System in the City of Mississauga, as follows:

- (a) THAT the report of McCormick, Rankin & Associates, in association with Mr. D. Whitehead, dated November 10, 1981, regarding the Computerized Traffic Control System Study, be accepted in principle, to be used as the basis for the detailed design, preparation of plans, specifications, and tender documents, for a computerized traffic control system for all traffic signals in the City of Mississauga.
- (b) That the Ministry of Transportation and Communications be requested to advise that a Supplementary Subsidy will be available to the City of Mississauga and the Region of Peel for their portion of the computerized traffic control signal network, and that the M.T.C. is agreeable to paying its share of the cost for any M.T.C. signals that are connected to the computerized system.

October 18, 1982

Mr. Taylor also describes the three basic types of communications which have been accepted by Bell Canada at this time, namely (1) Metro Toronto type, (2) four wire multi-point and (3) two wire master-slave (satellite).

It was also recommended that, due to the complexity of the system, a two stage bidding process be used wherein prospective bidders would submit uncosted design proposals in response to a "Functional Design Specification". This procedure has been used successfully in the Province of Ontario in similar projects.

Mr. Taylor lists the criteria by DeCan (the City's Consultant) which are to be used in the evaluation of the initial proposals and subsequent costed bids. While the City is not bound to accept the lowest or any bid on the system, it is essential that the technical and financial impact to the City and the other partners (M.T.C. and Region of Peel) in the project, over the long term be thoroughly evaluated before any recommendation for award is made. The M.T.C. has advised that subsidy would only be forthcoming up to the low system bid. The City would be responsible for 100% of the system costs over and above the low system bid.

The Region of Peel will be requested for their concurrence with the costed bid evaluation proposal based on Capital and operating costs.

Mr. Taylor outlines the system schedule and estimates, including cash flow requirements. A Technical Steering Committee meeting is scheduled for January 3, 1983, after which a recommendation will be made to City and Regional Councils. The M.T.C. will also be required to approve the recommendation of the Steering Committee.

Mr. Taylor recommends:

1. That the report from the City of Mississauga Engineering and Works Department dated October 14, 1982, on the Implementation of the Computerized Traffic Control System Status Update be approved and forwarded to the Region of Peel and the M.T.C.
2. That the Technical Steering Committee be authorized to evaluate the "UNCOSTED PROPOSALS" and pre-qualify the bidders for the "COSTED PROPOSALS". Only tenders from pre-qualified bidders will be received and opened at the tender opening.

October 18, 1982

3. That the tenders received be evaluated on the basis of Capital costs, annual operating costs and expansion costs and that this criteria form the basis for the recommendation of award to Council.
4. That \$375,000.00 Net be included in the 1984 Capital Budget for the Computerization of Traffic Signals in the City of Mississauga.

File: J.05.82043

RECOMMEND ADOPTION

4. Report dated October 15, 1982 from the Commissioner of Engineering & Works, advising of the high collision rate on Mississauga Road between Dundas Street and Springbank Road.

During a study of the first curve south of Dundas Street, it has been indicated that approximately 72 collisions have occurred during the last 3-1/2 years. A total of 95 collisions involving 56 personal injury accidents were recorded for the entire study period. The contributing factors to these accidents were, (a) substandard horizontal and vertical road geometrics, (b) substandard street lighting, and (c) excessive vehicle speeds.

A number of remedial measures taken during the last two years includes, additional traffic signs; a study of the complete reconstruction of Mississauga Road between Springbank and Dundas, with the reconstruction costs estimated to be \$1,300,000.00 (1983 dollars) which is not included in the 5-year Capital Budget; improvement of street lighting on Mississauga Road from Dundas Street southerly beyond the first curve which is estimated to cost \$60,000.00 and which will be considered in the 1983 street-lighting budget; the use of improved reflective centre line markers along the section of the road (see attachment on "Life-Lite" markers). The installation of the "Life-Lite" markers was reviewed and confirmed as subsidizable by the M.T.C. The estimated cost of this project is \$10,000.00 with funds available in the current 1982 budget.

Mr. Taylor recommends:

1. That the installation of "Life-Lite" markers and additional signing be approved on a trial basis for that portion of Mississauga Road between Dundas and Springbank Road as a 1982 undertaking.
2. That the Traffic Section monitor the effectiveness and maintenance cost of this traffic control device with a view of expanding the use of this system in other hazardous sites.

File: F.06.03.01

RECOMMEND ADOPTION

October 18, 1982

5. Report dated October 15, 1982, from the Commissioner of Engineering & Works, with respect to General Committee Recommendation #1352, which was adopted by Council at its meeting on October 13, 1981, as follows:

- (a) That, in some instances, the use of YIELD signs rather than STOP signs, be considered for endorsement and the Commissioner of Engineering and Works consult with each Member of Council and prepare a list showing two locations in each ward where YIELD signs could be installed on an experimental basis.
- (b) That the Commissioner of Engineering and Works report back to the Public Works Committee when the list has been prepared.

In his report, Mr. Taylor advises that in February, 1982 an experimental Yield sign program was instituted on a City-wide basis with the establishment of two (2) Yield sign installations in each of the nine wards for study and evaluation. Table #1 attached show the intersections where Stop signs were replaced by Yield signs.

A detailed accident review was also conducted and the results are outlined in Table #2 attached. It is concluded, that Yield signs are a satisfactory and suitable form of traffic control and provide a reasonable option to stop sign control when placed appropriately at minor residential intersections, and under the criteria established for the erection of Yield signs as approved traffic engineering practice. Yield signs should not be placed on roadways intersecting more heavily travelled collector or arterial roadways, on any roadway where adequate sight lines are not available, or where legitimate safety concerns are a factor.

It is not recommended that a City-wide Yield sign program be instituted to replace Stop signs where appropriate, other than as stated above for economic reasons.

Mr. Taylor recommends:

That the Engineering Department undertake the erection of Yield signs subject to good Engineering practice in the following situations:

- (a) where appropriate on a replacement basis for Stop signs only when required by maintenance.
- (b) as required by the Engineering Department in new subdivisions to be outlined during the draft plan stage of subdivision processing.

File: F.06.04.05

RECOMMEND ADOPTION

- 8 -

October 18, 1982

6. Summary of Unfinished Business relating to the Public Works Committee as of October 18, 1982.

- (a) Request for Reports 247-81 to be deleted.
- (b) Request 163-82 - Report dated September 14, 1982 was presented to General Committee of Council at its meeting on September 15, 1982. As a result, General Committee Recommendation #1190 was adopted by Council at its meeting on September 27, 1982, as follows:
1190. That surface treatment be installed at the intersection of Mineola Road East and Mineola Gardens, and at Indian Road and Crescent Road, on an experimental basis, and that the Engineering Department report back to the Public Works Committee after a trial period of six months on its effectiveness.

File: A.03.04.06

RECOMMEND RECEIPT

I(a)

Public Works Committee
Page -2-

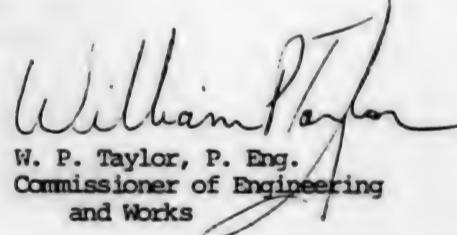
COMMENTS:

- 10) Lakeshore Road (north side) from Inverhouse Drive to Southdown Road.
- 11) Mississauga Road (east side) from Kedleston Way to Comanche Road.

Staff have reviewed each of those sidewalks and suggest that Items 1, 2, 3, 5, 8, 9, 10 and 11 be placed on a priority basis for winter maintenance owing to the high pedestrian counts, proximity to schools, or high density development.

RECOMMENDATION: That the level of service on the following sidewalks be increased to a priority basis for plowing and sanding:

- 1) Fairview Road (south side) from Hurontario Street to Palgrave Road.
- 2) Dixie Road (west side) from Fairway Apt. to Dixie Plaza.
- 3) Cawthra Drive (south side) from Arbor Road to Cawthra Park.
- 5) Britannia Road (north side) from Ardsley Street to Ellesboro Drive.
- 8) Airport Road (east side) from Hilton Hotel to Airway Centre.
- 9) Wolfedale Road (east side) from C.P.R. to Gillian Street.
- 10) Lakeshore Road (north side) from Inverhouse Drive to Southdown Road.
- 11) Mississauga Road (east side) from Kedleston Way to Comanche Road.


W. P. Taylor, P. Eng.
Commissioner of Engineering
and Works

DJD:AEMcD:db

c.c. E. Halliday

City of Mississauga

MEMORANDUM FILES: 17 111 82126
11 141 00039

RECEIVED

Chairman and Members
of Public Works Committee

REGISTRY No. 11629 From William P. Taylor, P.Eng.

DATE OCT 18 1982 Engineering and Works

FAX No. T 05 82043

CLERK'S OFFICE: RECD. OCTOBER 14, 1982.

SUBJECT: Implementation of Computerized Traffic Control System.
City of Mississauga - Status Update

ORIGIN: Engineering and Works Department.

COMMENTS: Proposal Evaluation

Council on December 14, 1981, approved in principle the report of McCormick, Rankin & Associates for Phases I and II of the City of Mississauga Computerized Traffic Control System Study. This report formed the basis for the detailed design work for the ultimate Traffic Control System for the City of Mississauga. One of the conclusions contained in the report was that consideration be given to the awarding of the system contract based on both system contract prices as well as the estimated annual operating costs. The basis for this recommendation was the fact that the costs associated with communications configurations greatly influence the annual operating costs of respective systems. The M.T.C. subsidizes capital costs only, with the operating and connection costs being non-subsidizable.

There are three basic types of communications which have been accepted by Bell Canada at this time, namely (1) Metro Toronto type, (2) four wire multi-point and (3) two wire master-slave (satellite). The Metro Toronto communication type system is a unique design with expensive annual communication costs. With respect to the others, the four wire multi-point is more expensive than the two wire master-slave configuration since it requires more Bell Canada lines to each intersection (4 wires vs. 2 wires). However, the capital cost of the computer hardware may be less with a 4 wire system. The actual financial comparisons can only be made once tenders have been received.

It was also recommended that, due to the complexity of the system, a two stage bidding process be used wherein prospective bidders would submit uncosted design proposals in response to a "Functional Design Specification". For each prospective bidder, the design proposal, project

...2...

October 14, 1982.

Chairman and Members
of Public Works Committee.

COMMENTS: (cont'd.)

management capabilities including financial resources, experience and qualifications would be assessed to ensure that all the prospective bidders who are requested to submit costed bids will be able to carry out the system installation to its completion.

It should be noted that this procedure has been used successfully in the Province of Ontario in similar projects.

In response to the above recommendations, DelCan (the City's Consultant) has included in the system specifications the following criteria which are to be used in the evaluation of the initial proposals and subsequent costed bids:

1. PROPOSAL EVALUATION CRITERIA

- 1.1 Technical Proposal - The soundness of the approach which is proposed for the system configuration and the ability to demonstrate proven performance of the total system package which is being offered will be the main points to be considered in this criterion.
- 1.2 Specification Conformance - The extent to which the system complies with all of the requirements of the specification would be evaluated in the context of this criterion.
- 1.3 Project Management - The qualifications and experience of the system suppliers project team would be assessed under this criterion.

2. COSTED BID EVALUATION CRITERIA

- 2.1 System Cost - The total capital cost (including all duty and sales taxes) of the system based upon the initial system requirements as set out in the specifications would be the criterion used.
- 2.2 Expansion Cost - The unit prices offered for the various components of this system (traffic signal controllers, communication interface units and the various elements of the central system hardware) and the projected future requirements for such components would be the basis for estimating the expansion cost expressed as a present value cost.
- 2.3 Operating Cost - The cost of communication facility rental and the annual maintenance cost would be used to estimate the annual total operating costs again expressed as a present value cost.

J(W)

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October 14, 1982.

Chairman and Members
of Public Works Committee.

COMMENTS: (cont'd.)

2. COSTED BID EVALUATION CRITERIA (cont'd.)

2.3 Operating Cost - The cost of communication facility rental and the annual maintenance cost would be used to estimate the annual total operating costs again expressed as a present value cost.

It is conceivable that after a detailed review of the initial proposal by the Consultant and the Technical Steering Committee, some prospective bidders may have to be disqualified and not approved to submit costed bids.

With regard to the "Costed Bid Evaluation Criteria" the three costs would be integrated into a single value expressed as the "Life Cycle Costs" of the system. This would be expressed as a present value cost using a 15 year system life and a discount rate of 10%.

In comparing the costed bids using the foregoing criteria, it is conceivable that a system supplier may offer a system with higher (perhaps even the highest) "system cost" but which is determined as having the lowest "Life Cycle Costs" when expansion costs and operating costs are taken into consideration. The "Life Cycle Costs" are influenced by the accuracy of the projections of future expansion costs and future communication costs, and therefore, some sensitivity analysis will be required. The calculations will be carried out by the Consultant in conjunction with the Technical Steering Committee.

While the City is not bound to accept the lowest or any bid on the system, it is essential that the technical and financial impact to the City and the other partners (M.T.C. and Region of Peel) in the project, over the long term be thoroughly evaluated before any recommendation for award is made.

The M.T.C. were requested for their policy on the "Costed Bid Evaluation" process as outlined above, as it would relate to the provision of subsidy and the selection of other than low system bid. The M.T.C. has advised that subsidy would only be forthcoming up to the low system bid. The City would be responsible for 100% of the system costs over and above the low system bid.

..../...

J(L)

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October 14, 1982.

Chairman and Members
of Public Works Committee.

COMMENTS:

(cont'd.)

As the "Life Cycle Costs" may be substantially different, it is suggested that Council endorse the preceding procedure.

The Region of Peel will be requested for their concurrence with the costed bid evaluation proposal based on Capital and operating costs.

System Schedule and Estimates

The specifications and plans for the system were placed on sale on September 29, 1982. These specifications and plans are for the system related equipment and installation including central control equipment, map, local controllers, modification of existing communication devices. The plans and specifications for field work required such as controller installations, relocations and Bell Canada construction work are currently being prepared and will be tendered later this year.

The contract for the system installation has a time limit of 730 calendar days from the time a start work order is given by the City. The system is now expected to be in operation by late 1984 or early 1985.

The following is the proposed schedule of events leading up to the closing of tenders on December 21, 1982:

Release of Specifications	Sept. 29/82
Bidder's Conference	Oct. 15/82
Submission of Proposals	Nov. 5/82
Bidder's Interviews	Nov. 17-24/82
Request for Costed Bids	Dec. 1/82
Issue of Specification Addendum	Dec. 1/82
Submission of Costed Bids	Dec. 21/82
Technical Steering Committee Meeting	Jan. 3/83
Recommendation to Council	Jan/Feb 83

After the opening of costed tenders, the evaluation of the costed bids will be carried out in relation to the criteria outlined above. A Technical Steering Committee meeting is scheduled for January 3, 1983, after which a recommendation will be made to City and Regional Councils. The M.T.C. will also be required to approve the recommendation of the Steering Committee.

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October 14, 1982.

Chairman and Members
of Public Works Committee.

COMMENTS:

(cont'd.)

The updated estimated cost of the system tender in 1983 dollars including replacement controllers is \$3,100,000 and the estimated cost for field work including controller installation/relocation and Bell Canada field work is \$1,000,000. This work will be tendered under separate contract. The total system cost including engineering is estimated at \$4,500,000.

The present tender covers 252 traffic signals which are existing or are anticipated to be installed and in operation by the end of 1982. After January 1, 1983, new traffic signals will be installed by the respective jurisdictions to the specifications and requirements of the system. The contract includes the purchase of equipment for the connection of a total of 350 traffic signals within the five year period. The breakdown of the 252 traffic signals by jurisdiction is as follows:

City of Mississauga	129
Region of Peel	88
M.T.C.	35
	<hr/>
	252

The total cost estimate of \$4,500,000 can be further distributed as follows by jurisdiction based on tender award to the low bid for capital costs:

City of Mississauga (net after 50% subsidy)	\$1,150,000
Region of Peel (net after 50% subsidy)	\$ 790,000
M.T.C. King's Highway Share	\$ 620,000
M.T.C. Subsidy	\$1,940,000
	<hr/>
	\$4,500,000

.../...

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October 14, 1982.

Chairman and Members
of Public Works Committee.

COMMENTS: (cont'd.)

As far as cash flow requirements are concerned, the following is the estimated amounts of money required in the years 1982 - 1984:

1982 - \$150,000 Net
1983 - \$500,000 Net
1984 - \$500,000 Net

The 1982 - 1986 Five Year Capital Budget presently has the following budget allocations:

	<u>1982</u>	<u>1983</u>	<u>Total</u>
Gross Cost	\$ 750,000	\$ 800,000	\$ 1,550,000
Subsidy	\$ 375,000	\$ 400,000	\$ 775,000
Net City Cost	\$ 375,000	\$ 400,000	\$ 775,000

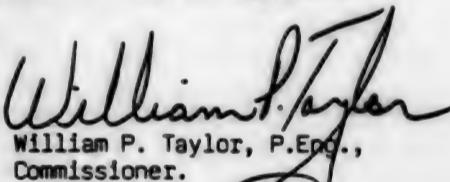
The 1984 Capital Budget should reflect the updated estimated requirements and should provide \$375,000 Net for the computerized traffic control system.

RECOMMENDATION:

1. That the report from the City of Mississauga Engineering and Works Department dated October 14, 1982, on the Implementation of the Computerized Traffic Control System Status Update be approved and forwarded to the Region of Peel and the M.T.C.
2. That the Technical Steering Committee be authorized to evaluate the "UNCOSTED PROPOSALS" and pre-qualify the bidders for the "COSTED PROPOSALS". Only tenders from pre-qualified bidders will be received and opened at the tender opening.
3. That the tenders received be evaluated on the basis of Capital costs, annual operating costs and expansion costs and that this criteria form the basis for the recommendation of award to Council.
4. That \$375,000.00 Net be included in the 1984 Capital Budget for the Computerization of Traffic Signals in the City of Mississauga.

JNT/cm
58E/7E

cc: E. M. Halliday


William P. Taylor, P.Eng.,
Commissioner.



4

City of Mississauga

MEMORANDUM

File: 11 141 00039
13 211 00017

RECEIVED

CHAIRMAN AND MEMBERS OF
PUBLIC WORKS COMMITTEEFrom
REGISTRY NO. 11627

W. P. TAYLOR

DATE OCT 18 1982

DEPT. ENGINEERING AND WORKS

FILE No. F-060301

CLERK'S OFFICE/OUT

October 15, 1982.

Ladies & Gentlemen:

SUBJECT:Mississauga Road - Dundas Street southerly
Traffic accident analysisSOURCE:

Engineering Department

COMMENTS:

Mississauga Road between Dundas Street and Springbank Road has been identified as having a high collision rate. In particular, a study of the first curve south of Dundas Street has indicated that approximately 72 collisions have occurred during the last 3½ years. Of these collisions a significant number have taken place at night under wet road conditions. Most of these collisions involved vehicles crossing the centre line of the curve particularly in the southbound direction. A total of 95 collisions involving 56 personal injury accidents were recorded for the entire study period.

Collision analysis has indicated a number of contributing factors, (a) substandard horizontal and vertical road geometrics, (b) substandard street lighting, and (c) excessive vehicle speeds.

During the last two years additional traffic signs have been installed as an effort to reduce the collisions experienced along this section of road. As well, other remedial measures have been studied. Of these the complete reconstruction of Mississauga Road between Springbank and Dundas was reviewed. This reconstruction would require substantial alignment modifications causing the need for property acquisition and extensive fill portions to the east of the road resulting in a substantial change to the character of the road. The reconstruction costs associated with this 1.4km section of roadway is estimated to be \$1,300,000.00 (1983 dollars) and is not included in the 5-year Capital Budget. Improvement of street lighting on Mississauga Road from Dundas Street southerly beyond the first curve is estimated to cost \$60,000.00 and will be considered in the 1983 street-lighting budget.

..... 2

4(a)

- 2 -

One other improvement measure explored was the use of improved reflective centre line markers along the section of road. The "Life-Lite" marker is an acrylic prismatic reflector mounted in a cast iron housing which is imbedded in the pavement. This marker is similar in function to the commonly known "Cats Eye" widely in use in temperate climate zones, however, the "Life-Lite" unlike the "Cats Eye" can withstand snow plowing with little or no damage. Exhibit I provides a brief description of the "Life-Lite" marker.

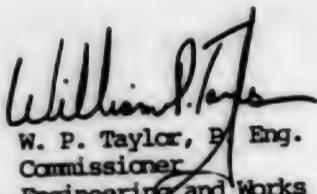
The collision experience is related to a roadway definitions problem and it is anticipated that an increased driver awareness of the centre line and road geometrics created by the improved reflective markers will assist in reducing the rate of collisions along this section of roadway.

The selection of this section of Mississauga Road for the installation of the "Life-Lite" markers was reviewed and confirmed as subsidizable by the M.T.C. The M.T.C. indicated that this test installation should be monitored in terms of its effectiveness in order to compliment their efforts in assessing this new traffic control device.

The estimated cost of this project is \$10,000.00 with funds available in the current 1982 Budget.

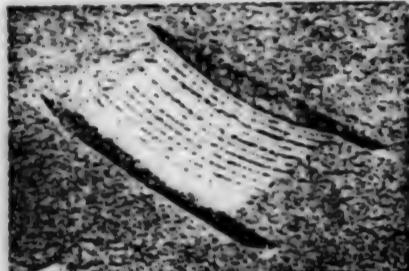
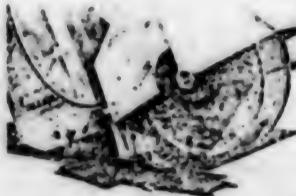
RECOMMENDATIONS:

1. That the installation of "Life-Lite" markers and additional signing be approved on a trial basis for that portion of Mississauga Road between Dundas and Springbank Road as a 1982 undertaking.
2. That the Traffic Section monitor the effectiveness and maintenance cost of this traffic control device with a view of expanding the use of this system in other hazardous sites.

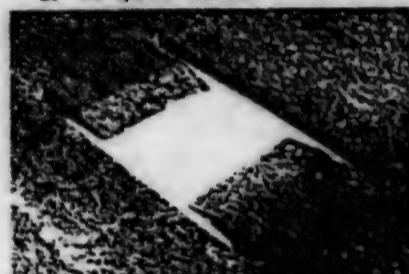

W. P. Taylor, B. Eng.
Commissioner
Engineering and Works


c.c. E. M. Halliday

Att.



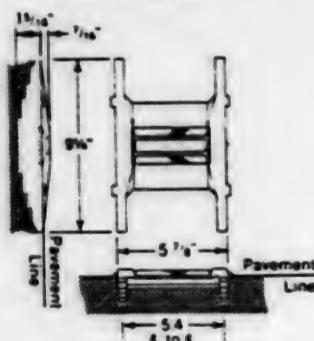
The pavement is cut to accept the marker.



The sawed area is partially filled with an epoxy adhesive.



The LIFE-LITE 96 is placed into the pavement.



Installing the LIFE-LITE 96 is easy as 1-2-3

Why the LIFE-LITE 96 stays in place: The sawtoothed keels and the depressed center section of the LIFE-LITE 96 are set into the sawed area of the pavement and anchored there with a special epoxy adhesive. Incorporating a hardened metal casting, the above-surface planes of the marker housing are shallow and tapered, allowing snowplow blades to ride over the unit without damaging either blades or marker. This protective feature also effectively prevents damage to the acrylic reflective elements mounted in the housing. If a reflective unit becomes damaged, it can be easily replaced on-the-road.

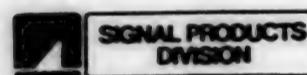
Proven performance: STIMSONITE plowable markers have been under intensive winter testing for years. They have proven themselves from the snowy plains of North Texas to the mountain roads of West Virginia.

Extensive research in the field of highway safety marking has indicated that a raised, reflective marker is the best means of making lane lines visible at night. If you've been waiting for a marker that would stand up to northern winters, wait no longer. It's here. Call or write us today.

HOW TO ORDER THE STIMSONITE MODEL 96

When ordering, use the following parts numbers to designate the model and color you desire.

Complete Assembly (Casting and Reflector)		Replacement Reflector	
Color	Part No.	Color	Part No.
White/White	96AW	White/White	944AW
White/Red	96ERW	White/Red	944ERW
Yellow/Yellow	96AY	Yellow/Yellow	944AY
Yellow/Red	96ERY	Yellow/Red	944ERY
Blue/Blue	96AB	Blue/Blue	944AB



America Corporation, Signal Products Division
7542 North Natchez Avenue, Niles, Illinois 60648
Phone: (312) 647-7717

SPECIFICATIONS

Material:	Cast Iron Housing with Acrylic Prismatic Reflector.
Size:	9 1/4" long, 5 3/8" wide, 1 1/4" high—7/8" maximum projection above roadway.
Weight:	Approximately 4.8 lbs.
Reflective area:	1.62 sq. in. per reflective face.
Specific intensity: (@ 1/5° observation angle)	White At 0° Entrance Angle—3.0 At 20° Entrance Angle—1.2 Yellow 50% of the values for white Red 25% of the values for white
Colors:	White, Yellow, Red, or to order.

Detailed specification and installation sheets are available on request.

City of Mississauga

FILE REF : 11 141 00039
13 211 00207

MEMORANDUM

To _____
The Chairman and Members of
Public Works Committee
City of Mississauga
Dept _____

From _____ William P. Taylor, P.Eng., Commissioner
Dept _____ Engineering and Works

RECEIVED

RECEIVED
October 15, 1982

RECEIVED
DATE OCT 18 1982

RECEIVED
FILE No. F 06 04 05

RECEIVED
CLERK'S DEPARTMENT

REQUEST NO. 247-81.
CLERKS FILE NO. F.06.04.05.

LADIES & GENTLEMEN :

SUBJECT : Yield Signs.

SOURCE : Public Works Committee of October 1, 1981.

COMMENTS : In February of this year an experimental Yield sign program was instituted on a City-wide basis with the establishment of two Yield sign installations in each of the nine wards for study and evaluation. The intersections where Stop signs were replaced by Yield signs are shown on the attached table #1.

A detailed accident review was conducted and the results are indicated on the attached table #2. At 13 of the 18 intersections there have been no recorded accidents from January 1, 1979 to date. At 4 intersections there was 1 accident recorded at each, all of which occurred prior to February 15, 1982, the date on which the Yield signs were erected.

At one location - Dunmow Crescent and Midhurst Lane, 1 accident was recorded since January 1, 1979 which occurred March 23, 1982 after the installation of the Yield sign. It involved a vehicle exiting Dunmow Crescent (vehicle 1) and after stopping, proceeded and struck vehicle 2 which was travelling eastbound on Midhurst Lane. The driver of vehicle 1 was a resident of Dunmow Crescent and was charged. There were no injuries reported as a result of the collision.

From a review of the Police report and our observations, the Yield sign did not have an effect, nor did it contribute to the accident in any way.

The results of our accident analysis of the 18 Yield sign locations are favourable and only the one accident occurred subsequent to the erection of the Yield signs

continued ...

2(a)

- 2 -

SUBJECT : Yield Signs.

COMMENTS : continued ... which, as indicated above was not related to the signing of the intersection.

One complaint was received by the Engineering Department regarding the placement of a Yield sign a couple of blocks from a school, however our observations of each intersection have indicated that there are no problems associated with Yield sign placement.

We would conclude therefore, that Yield signs are a satisfactory and suitable form of traffic control and provide a reasonable option to stop sign control when placed appropriately at minor residential intersections, and under the criteria established for the erection of Yield signs in approved traffic engineering practice. Yield signs should not be placed on roadways intersecting more heavily travelled collector or arterial roadways, on any roadway where adequate sight lines are not available, or where legitimate safety concerns are a factor.

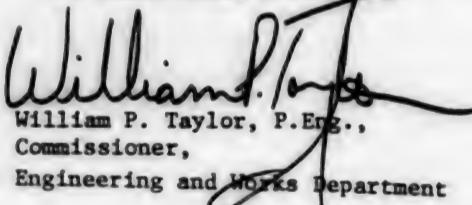
We support the use of Yield signs subject to the above noted terms and propose an expansion of their use on a controlled basis.

We recommend that locations eligible for the placement of Yield signs be considered only when replacement of an existing Stop sign is required by maintenance. We further would propose that Yield signs be required in new subdivisions as deemed appropriate by the Engineering Department, and that this requirement be made at the time of Draft Plan approval.

We do not recommend a City wide Yield sign program to replace Stop signs where appropriate, other than as stated above for economic reasons.

RECOMMENDATION : That the Engineering Department undertake the erection of Yield signs subject to good Engineering practice in the following situations :

- a) where appropriate on a replacement basis for Stop signs only when required by maintenance.
- b) as required by the Engineering Department in new subdivisions to be outlined during the draft plan stage of subdivision processing.


William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

Attn.
cc : E.M. Halliday

~(~)

TABLE 1

LOCATIONS FOR YIELD SIGNS WITHIN
THE CITY OF MISSISSAUGA

<u>WARD</u>	<u>Z AREA</u>	<u>LOCATION 1</u>	<u>Z AREA</u>	<u>LOCATION 2</u>
1	6	Dormer Street and Muir Road	7	Goldthorpe Road and Oakes Drive
2	10	Crombie Road and Medallion Court	11	Lundene Road and Sherhill Drive (east intersection)
3	20	Argus Drive and Parthia Crescent (west intersection)	27	Grey Cedar Crescent and Silverhaze Road
4	28	Dunmow Crescent and Midhurst Lane (east intersection)	21	Janene Court and Michelle Row
5	48W	Harold Sheard Drive and Redbank Crescent	48E	Dunrankin Drive and Topping Road
6	15	Appledore Crescent and Fendalton Street	18	Cushing Road and Jenner Court
7	13	Ribston Road and Hedge Drive	14	Baynham Court and Chantney Drive
8	24	Ballydown Crescent and O'Hagen Drive	32	Gayling Gardens and Taffey Crescent
9	46	Judique Road and Quill Crescent (south intersection)	46	Canberra Road and Segovia Road

SIGNS INSTALLED MONDAY, FEBRUARY 15, 1982

5(c)

TABLE 2

<u>WARD</u>	<u>Z AREA</u>	<u>LOCATION</u>	<u>TOTAL # OF ACCIDENTS AFTER JAN. 1, 1979</u>	<u>TOTAL # OF ACCIDENTS AFTER FEB. 15, 1982 **</u>
1	6	Dormer Street and Muir Road	0	0
1	7	Goldthorpe Road and Oakes Drive	0	0
2	10	Crombie Road and Medallion Court	0	0
2	11	Lundene Road and Sherhill Drive (east intersection)	1	0
3	20	Argus Drive and Parthia Crescent (west intersection)	0	0
3	27	Grey Cedar Crescent and Silverhaze Road	0	0
4	28	Dunmow Crescent and Midhurst Lane (east intersection)	1	1
4	21	Janene Court and Michelle Row	0	0
5	48W	Harold Sheard Drive and Redbank Crescent	1	0
5	48E	Dunrankin Drive and Topping Road	0	0
6	15	Appledore Crescent and Fendalton Street	0	0
6	18	Cushing Road and Jenner Court	0	0
7	13	Ribston Road and Hedge Drive	0	0
7	14	Baynham Court and Chantenay Drive	1	0
8	24	Ballydown Crescent and O'Hagen Drive	0	0
8	32	Gayling Gardens and Taffey Crescent	0	0
9	46	Judique Road and Quill Crescent (south intersection)	1	0
9	46	Canberra Road and Segovia Road	0	0

** SIGNS INSTALLED MONDAY, FEBRUARY 15, 1982

6(a)

- 2 -

SUBJECT :

Rippled Pavement of Mineola Road East.

COMMENTS :
continued ...

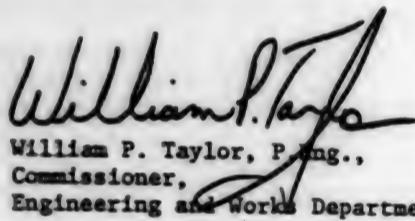
We are currently experiencing similar problems on the curve on Indian Road in the vicinity of Crescent Road. A similar treatment is being proposed at that location in an attempt to reduce the number of accidents occurring in that area.

We feel that these two areas will provide an adequate analysis of this type of surface and its effectiveness in reducing accidents.

The total cost for this surface treatment to be installed at the intersections of Mineola Road East and Mineola Gardens, and Indian Road and Crescent Road is \$820.00.

RECOMMENDATION :

That surface treatment be installed at the intersection of Mineola Road East and Mineola Gardens, and at Indian Road and Crescent Road, on an experimental basis, and that the Engineering Department report back to the Public Works Committee after a trial period of six months on its effectiveness.


William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

JW:jb

cc : E.M. Halliday



City of Mississauga

MEMORANDUM

To Chairman and Members of the
Public Works Committee
Dept. _____

From Denise Peternell
Clerk's
Dept. _____

November 15, 1982

Re: Public Works Committee
Cancellation of Meeting
File: A.03.04.06

At the request of Councillor D. Culham, Chairman, the meeting of the Public Works Committee, scheduled for Thursday, November 18, 1982, has been cancelled due to the lack of items for the agenda.

You will be advised in due course when the next meeting of the Committee will be held.

A handwritten signature in cursive script that reads "Denise Peternell".

Denise Peternell
Committee Co-ordinator

/pj
cc. Mayor and Members of Council
Department Heads

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

PUBLIC WORKS COMMITTEE

THURSDAY, DECEMBER 16, 1982 AT 9:30 A.M.

COMMITTEE ROOM 'A'

MEMBERS:

Councillor D. Culham, Chairman
Mr. J. Newell, Vice-Chairman
Councillor D. Cook
Councillor M. Marland
Councillor R. Skjarum
Mr. P. K. Kar
Mr. J. Rogers
Mr. W. Schofield

PREPARED BY:
DATE:

Clerk's Department
December 14, 1982

COMMITTEE MEMBERS ARE REQUESTED TO CONTACT THE APPROPRIATE
DEPARTMENT HEADS PRIOR TO THE MEETING IF GREATER EXPLANATION
OR DETAIL IS REQUIRED WITH REGARD TO ANY ITEM ON THE AGENDA.

15C/68C

INDEX, PUBLIC WORKS COMMITTEE AGENDA, DECEMBER 16, 1982

<u>ITEM #</u>	<u>FILE #</u>	<u>SUBJECT</u>
1.	F.02.01	Street Name Signs in Mississauga
2.	F.05.01	Products Used for Retaining Walls
3.	F.02.07	Naming of Streets Within the Mississauga City Centre Secondary Plan
4.	J.04.02 J.05.01	Functions Undertaken by the Engineering and Works Department
5.	A.03.04.06	Summary of Unfinished Business

CITY OF MISSISSAUGA

PUBLIC WORKS COMMITTEE

THURSDAY, DECEMBER 16, 1982
COMMITTEE ROOM 'A' AT 9:30 A.M.

A G E N D A

MATTERS FOR CONSIDERATION:

1. Report dated October 22, 1982 from the Commissioner of Engineering and Works regarding street name signs in Mississauga, in response to a letter dated August 6, 1982, from Councillor D. Sutter of the City of Brampton to Mayor McCallion. Also attached to Mr. Taylor's report is a copy of a report forwarded to the Physical Services Committee on October 25, 1976 and adopted by Council on November 8, 1976, which dealt with the street name signing issue in Mississauga and forms the basis for the ongoing policy. Mr. Taylor advises that his Department feels that the Street Name Signing Policy developed in 1976 is very adequate and concludes that the current policy meets, and in some cases exceeds, street name signing practices in other municipalities.

Mr. Taylor recommends:

"That the report dated October 22, 1982 from the Commissioner of Engineering and Works regarding Street Name Signs in Mississauga, be received."

File: F.02.01

RECOMMEND ADOPTION

2. For the information of Members of the Committee, attached is a copy of a memorandum dated October 12, 1982 from the Director of Maintenance Engineering to Councillor D. Culham, regarding Risi Stone Products and other products used on retaining walls. Mr. McDonald advises that the Engineering Department has employed the "Pisa Stone" precast retaining wall at various sites and is using this material on the Stillmeadow Road project. The Dura-Crib retaining wall, a Risi Stone product, is being used by developers to accommodate a differential of grade on Bridlepath Trail and this retaining wall will be monitored and if found to be acceptable, will be employed on future Capital Works projects.

File: F.05.01

RECOMMEND RECEIPT

December 16, 1982

3. General Committee, at its meeting on December 1, 1982, considered a report dated November 19, 1982 from the Commissioner of Engineering and Works, regarding the naming of streets within the Mississauga City Centre Secondary Plan, and made the following recommendation:

"That the report dated November 19, 1982 from the Commissioner of Engineering & Works with respect to the naming of streets within the Mississauga City Centre Secondary Plan be referred to the Public Works Committee."

Attached in this regard is report dated November 19, 1982, from the Commissioner of Engineering and Works. In his report, Mr. Taylor advises that the configuration is at present comprised of a mixture of existing and proposed streets and the street configuration should be named at this time as opposed to naming the streets on an ad hoc basis. Mr. Taylor recommends:

(a) That the streets contained within the Mississauga City Centre Secondary Plan be named as outlined in Sketch 'A' attached to the report dated November 19, 1982, from the Commissioner of Engineering & Works, as follows:

Street 1 -	Rathburn Road West
Street 2 -	Confederation Parkway
Street 3 -	Elora Drive
Street 4 -	Webb Drive
Street 5 -	Yarmouth Drive
Street 6 -	City Centre Drive
Street 7 -	City Centre Drive (existing)
Street 8 -	City Centre Drive
Street 9 -	Robert Speck Parkway West

(b) That the streets contained within the Mississauga City Centre Secondary Plan as outlined in Sketch 'B' attached to the report dated November 19, 1982, from the Commissioner of Engineering & Works (streets 10 to 18 inclusive) be referred to the Public Works Committee in liaison with Mascan Corporation and The Matthews Group and that they be requested to recommend proposed names of these streets to General Committee within two months.

(c) That prior to the Public Works Committee submitting the names of the proposed streets to General Committee that the names selected be referred through the Commissioner of Engineering and Works and the Region of Peel for approval in the usual manner in order that no conflicts or duplications will result.

File: F.02.07

RECOMMEND ADOPTION

December 16, 1982

4. Report dated December 10, 1982 from the Commissioner of Engineering and Works, reviewing certain functions undertaken by the Engineering and Works Department such as winter maintenance, maintenance work undertaken in 1982 and proposals for 1983, capital improvements undertaken in 1982 and proposed works for 1983, together with the streetlighting upgrading which has been completed to date and the works proposed in 1983. This report was requested by the Public Works Committee at its last meeting on October 21, 1982 and covers the following:

- (i) Capital Works Programme - 1982 - List of the Capital Works Projects completed, or substantially completed during the 1982 construction season on Major Roads, Local Roads, Watercourse Improvements and the normal and arterial road sidewalk programme.
- (ii) Proposed 1983 - 1987 Capital Budget - Attached to the report is a very preliminary 5-year Capital Budget, broken down into Major Road Improvements, Local Road Improvements, Storm Drainage Improvements and Other Improvements.
- (iii) Streetlighting - Update report on the status of the long term Streetlighting Upgrading Programme, advising that in 1982 dollars it is estimated that to complete the retrofit programme would cost 1.5 Million Dollars. The completion of the programme to upgrade streetlighting on major roads within the built-up areas of the City would cost in the order of 2.5 Million Dollars and the major repairs required because of deteriorated equipment would be in the order of \$100,000. The proposed 1983 Capital Budget for Streetlighting will be in the order of \$325,000. Maps No. 1, 2, and 3, referred to in this section of the report will be available at the meeting.
- (iv) Snow Plowing, Sanding and Salting - Roads and Sidewalks - Outline of Objectives and Level of Service for Snow Plowing, Sanding and Salting and Sidewalk Snow Plowing. Maps 4(a), 4(b), 5(a), 5(b) and Map 6 referred to in this section of the report will be available at the meeting.
- (v) Removal of Snow Build-up - Outline of objective and level of service.
- (vi) Assistance to Senior Citizens for Snow Clearing Driveways and Walks - Outline of service, assistance and subsidy offered to senior citizens and/or handicapped residents of the City of Mississauga.
- (vii) Street Cleaning - Outline of objective and level of service.

December 16, 1982

(viii) Fire Hydrants - Copy of insert prepared by the Region of Peel for enclosure with the water bills requesting the public to ensure that the fire hydrant closest to their home or place of business be cleared of snow and kept visible and accessible to the Fire Department at all times.

(ix) Leaf Pickup - Outline of objective and level of service. Map 7 referred to in this section of the report will be available at the meeting.

(x) Think Snow - List of suggestions to Motorists, Pedestrians, Householders as well as the priority listing for sidewalk snowplowing and sanding, and the senior citizens snow clearing subsidy, which has been prepared to assist residents to meet Winter's changing road conditions as well as to assist the Works Department to maintain safe passable roads throughout the Winter season.

(xi) Watercourse Maintenance - Outline of Level of Service and assessment of its effectiveness in the areas of Watercourse Weed and Grass Control, Watercourse Maintenance, Watercourse Improvement, etc.

(xii) 1982 Completed Maintenance Work - Maps 8(a) and 8(b) referred to in this section of the report showing the maintenance work completed in 1982 will be available at the meeting.

Mr. Taylor recommends:

"That the report dated December 10, 1982 from the Commissioner of Engineering and Works regarding various Public Works Items, be received."

Files: J.04.02; J.05.01

RECOMMEND ADOPTION

5. Summary of Unfinished Business relating to the Public Works Committee as of December 14, 1982.

File: A.03.04.06

RECOMMEND RECEIPT



City of Mississauga

MEMORANDUM

FILE REF : 11 141 00039
12 111 00012

To _____ The Chairman and Members of
Public Works Committee From _____ William P. Taylor, P.Eng., Commissioner
City of Mississauga Dept. _____ Engineering and Works

RECEIVED

REGISTRY NO. 12080

DATE OCT 28 1982

October 22, 1982

FILE NO. F0201

REQUEST NO. 220-82
CLERKS FILE NO. F.02.01 CLERK'S DEPARTMENT

LADIES & GENTLEMEN :

SUBJECT : Street Name Signs in Mississauga.

SOURCE : Letter dated August 6, 1982 from Councilor D. Sutter
of the City of Brampton (see attached).

COMMENTS : The information which was attached to the letter
from Councillor Sutter was not specific as to
locations so we could not conduct a review.

The Engineering Department feels that the Street Name
Signing Policy developed in 1976 is very adequate.
If deficiencies are specifically noted, the current
standard is applied and upgrading if required is
performed.

Attached is a copy of a report forwarded to the
Physical Services Committee on October 25, 1976 and
approved and adopted by Council on November 8, 1976.
It is a comprehensive report that dealt with the
street name signing issue in Mississauga and it forms
the basis for our ongoing policy.

It should be noted that there is no ongoing program
of replacement or upgrading unless required for main-
tenance purposes - refer to item (vii) of the standard
policy.

In summary, we feel the current policy meets, and in
some cases exceeds, street name signing practices in
other municipalities.

RECOMMENDATION :

That this report dated October 22, 1982 from the
Commissioner of Engineering and Works regarding Street
Name Signs in Mississauga, be received.

Attn.
cc : E.M. Halliday
D.P.:jb

William P. Taylor, P.Eng.,
Commissioner,
Engineering and Works Department

FORM 145

Dianne Sutter

26 Haslemere Avenue
Brampton, Ontario L6W 2X4

1.a

451-3230

RECEIVED

AUG 9 1982

3054

MAYOR'S OFFICE

August 6th, 1982.

Mayor Hazel McCallion,
City of Mississauga,
One City Centre Drive,
Mississauga, Ontario.
L5B 1M2

Hazel

Dear Mayor McCallion:

Recently, I received a letter from a gentleman regarding certain traffic matters in Brampton and Peel. Part of the letter which is attached referred to street signage in Mississauga. I thought you might be interested in his comments.

Sincerely,

Dianne

Dianne Sutter.

RECEIVED

REGISTRATION NO. 9431

D.D.L. AUG 19 1982

FILE NO. F.02.01

CLERK'S DEPARTMENT

ENGINEERING WORKS & BLDG. DEPT.

RECEIVED FILE

SEP 2 - 1982

ROUTED TO	INITIALS	DATE
W.P.		
J.H.Z.		
J.T.		



City of Brampton
Council Office
150 Central Park Drive
Brampton, Ontario L6T 2T9
793-4546

The Region of Peel
10 Peel Centre Drive
Brampton, Ontario
L6T 4B9
705-9400



'do we have too many stop signs' ^{1.0}
Brampton, and are some of them in
the wrong place?

- why is Mississauga so secretive
about its major intersections? Why
must I carry a magnifying glass to
see the signs at all, and then only
too late to be in the proper lane to
make a turn? Because of my
work I know Peel better than 87.5%
of the residents. It must be absolute
hell for those who find themselves
in really unfamiliar areas.

Brampton isn't as bad as Mississauga,
but we could all take a lesson from
E. Loblaws.

- are you aware that there is no way
of travelling north and south in Peel?
You can do it in a big truck, but it
is potentially fatal in a car.
Since closed Hwy. 10 about five
years ago, one would die of old

I-C STANDARD POLICY

SUBJECT:

STREET NAME SIGNING

S.P.N°
PAGE N°
Department Engineering
New Jan./77 Revised

- (a) That the report dated October 25, 1976 from the Commissioner of the Engineering, Works and Building Department regarding Street Name Signing be received.
- (b) That the City of Mississauga adopt the following policy regarding Street Name Signing:
 - (i) That the City adopt a standard colour of blue background and white lettering to be used on all street name signs in the City of Mississauga to ensure uniformity not only within the City of Mississauga, but also with other municipalities in the Metropolitan and surrounding area;
 - (ii) That all reflective material used on the street name signs be of high intensity Scotchlite to maximize night time visibility and increase service life of the sign face to ten years plus;
 - (iii) That all street name signs on arterial roads for intersecting roadways be manufactured on oversize blanks with lettering no smaller than FIVE (5) inches in height for greater visibility;
 - (iv) That to standardize location, where islands exist, these signs shall be placed on poles or posts on the island at the nearside of the intersection and that where no islands exist, they shall be placed on the near right side of the intersection and further, that these signs should be mounted a minimum of 8 feet from the roadway surface on existing poles at the intersection or on a white 4 x 4 wood post if required.

.....2/



STANDARD POLICY

1.d

S.P. N.	
PAGE NO.	
Department Engineering	
— New Jan./77 Revised	

SUBJECT:

STREET NAME SIGNING (CONTINUED)

- (v) That all other street name signs for collector and local roadways shall be fabricated on the appropriate SIX (6) inch extruded aluminum blank, with upper and lower case lettering with white lettering on a blue background;
- (vi) That all illuminated signs shall be removed as the need arises, e.g. when damaged or when the legend is faded or unreadable in light of the ongoing electrical service costs and maintenance costs due to a high susceptibility to vandalism and damage to the faces and underground servicing;
- (vii) That all other signs presently in use be replaced with the adopted standard, when service life has been met or when damage occurs;
- (viii) That a supplementary sign indicating municipal numbering be added or incorporated with major arterial intersectional signing where it is felt this signing would be of assistance to the motoring public in highly developed areas except where otherwise approved by Council;
- (ix) That the use of street name signs in any new subdivision areas that do not comply with the standards established by the City not be allowed except where otherwise approved by Council;
- (x) That advanced signing at intersections be erected on roadways that have a speed limit of 40 m.p.h. and further that for roadways where the speed limit is less than 40 m.p.h. a proposed arterial signing as proposed for recommendation (iii) will be sufficient.

(General Committee of November 3, 1976; as adopted by Council on November 8, 1976)





l.e

City of Mississauga

FILE REF : 11 141 00017
11 350 00002

MEMORANDUM

To Physical Services Committee
Dept. City of Mississauga

From William P. Taylor, P.Eng., Commissioner
Dept. Engineering, Works and Building

Request No. 206-76
Clerk's File No. 99-76

October 25, 1976

Ladies & Gentlemen :

SUBJECT : Street Name Signing

SOURCE : Request from Physical Services Committee

COMMENTS : 1. INTRODUCTION

A. Signing Functions

Traffic control devices, such as signs, are the primary means of regulating, warning or guiding traffic on all streets and highways. The need for well-designed, adequately maintained devices grows in proportion to the density of traffic, speed of operation, and complexity of manoeuvring areas on highways and at intersections.

Signs have the function of regulating, warning, guiding and/or channelizing traffic. To be effective however, the installation of such a device should (1) fulfill a need; (2) command attention; (3) convey a clear, simple meaning; (4) command respect of road users; and (5) give adequate time for proper response.

B. Signing Considerations

Traffic personnel must employ five basic considerations to ensure that these requirements are met.

i) Design - The combination of physical features such as size, colours, and shape to command attention and convey a message.

ii) Placement - The installation of devices so that they are within the cone of vision of the user and thus command attention and give time for response.

iii) Operation - The application of devices so that they meet the traffic requirements in a uniform and consistent manner, fulfill a need, command respect and give time for response.

1. f

SUBJECT : Street Name Signing

iv) Maintenance - The upkeep of devices in order to retain legibility and visibility; the removal of devices if not needed in order to aid in commanding respect and attention while fulfilling the needs of the users.

v) Uniformity - The uniform application of similar devices for similar situations so that they fulfill the need of the user and command his respect.

These five requirements are considered in this report dealing with Street Name Signing, looking at various types of street name signing presently used in the City of Mississauga, in surrounding municipalities and specifically, as requested, arterial road signing in the Borough of Etobicoke.

It must be understood that in the hierarchy of signs the street sign is a guide sign providing information and therefore its design must be such that it does not overshadow regulatory and warning signs.

C. Cost Analysis

A cost analysis of various street name signs has been undertaken and information gathered from other municipalities as to their susceptibility to vandalism and overall acceptability.

COST CHART

The following chart is a cost analysis of the various types of street name signs being used and shown in the following Exhibits.

Type	Cost	Exhibit
1. 6" Extruded Aluminum	\$19.00 (2 sides)	1 and 11
	High Intensity Scotchlite	\$22.00 (2 sides)
2. Etobicoke G-41	\$27.42 (incl. posts)	5 and 6
3. Internally Illuminated	\$45.00 (1 sign - 2 sides)	2
4. Erin Mills	\$37 - \$45 (manufactured by Wagner Signs, Mississauga)	3
5. Meadowvale	\$56.00 (manufactured by Bennett & Wright)	4
6. Etobicoke G-42	\$24.00 (1 side)	7, 8 and 9
7. 8" Extruded Aluminum	\$27.00 (2 sides) \$22.00 (1 side)	10

1.g

- 3 -

SUBJECT : Street Name Signing

2. EXISTING STREET NAME SIGNS IN MISSISSAUGA

EXHIBITS

Exhibit 1

Exhibit 2

Exhibit 3

Exhibit 4

3. SIGNS IN OTHER MUNICIPALITIES

Exhibit 5

Exhibit 6

Exhibit 7

Exhibit 8

Exhibit 9

Exhibit 10

Exhibit 11

1.R

SUBJECT : Street Name Signing

4. COMMENTS

A policy should be established outlining a street name signing program and a standard that can be applied on a City wide basis. Colour and style of lettering is usually based on personal preference, and there is no significant difference in cost based on the various styles of lettering. A sign incorporating both reflective background and lettering gives greater night time visibility as opposed to the black lettering on a silver background presently in use (Exhibit 1). Initial cost, replacement or maintenance cost, and susceptibility to vandalism must be taken into account in determining a standard.

Most municipalities contained within the Metropolitan Toronto area have adopted a silver reflective letter on a blue reflective background. Studies have concluded that a blue sign is most aesthetic and appealing for use as street name signing, and its colour does not conflict with other traffic signs where not only legend but colour denotes a particular message (e.g. red - restrictive; yellow - warning; green - permissive or guide; orange - construction; silver or white - regulatory or information).

Examples of aesthetically pleasing signs are shown in Exhibits 3 and 4 (as developed by Erin Mills and Meadowvale) and Exhibits 10 and 11 (as used in Scarborough and Burlington). Many other municipalities outside of the Metro area have also adopted blue as the major colour with either upper or lower case lettering. Some authorities have stated that lower case lettering is easier to read and the results of this theory can be seen in signing being used on Provincial Freeways and some municipal signing.

5. RECOMMENDATIONS

- 1) That this report dated October 25, 1976, from the Commissioner of the Engineering, Works and Building Department regarding Street Name Signing, be received.
- 2) The following recommendations are submitted for the Committee's consideration as a street name sign policy for use in the City of Mississauga. It should be noted however, that at present the City is performing routine maintenance only with respect to street name signs, and any policy to upgrade the signing and establish a replacement policy will require an increased expenditure in the Engineering sign manufacture and maintenance budget:

1.1

- 5 -

SUBJECT :

Street Name Signing

- i) The City adopt a standard colour, preferably blue to be used on all street name signs in the City of Mississauga. This would fulfill one of the basic considerations of uniformity not only within the City of Mississauga, but also with other municipalities in the Metropolitan and surrounding area. It is further suggested that all reflective material used on the street name signs be of high intensity Scotchlite to maximise night time visibility and increase service life of the sign face to ten years plus. The initial cost of the high intensity grade Scotchlite is slightly higher, however, this is offset and diminished by less frequent replacement of the sign face due to increased service life. Therefore, considering initial cost, maintenance, replacement and service life, high intensity is a better investment and has the added benefit of improved night visibility.
- ii) All street name signs on arterial roads for intersecting roadways be manufactured on oversize blanks with lettering no smaller than FIVE (5) inches in height for greater visibility. To standardize location, where islands exist, these signs shall be placed on poles or posts on the island at the nearside of the intersection.

Where there are no islands, the sign shall be placed on the near right side of the intersection (e.g. signs in Exhibits 7, 9 and 10). These signs should be mounted a minimum of 8 ft. from the roadway surface on existing poles at the intersection or on a white 4 x 4 wood post if required. It is recommended not to use the double post, low mount as in Etobicoke for reasons specified previously being : high vandalism, poor winter visibility and higher initial installation cost. Also these signs have FOUR (4) inch lettering which for arterial roadway signing purposes we feel is not large enough.

- iii) All other street name signs for collector and local roadways shall be fabricated on a SIX (6) inch extruded aluminum blank, presently being used (Exhibit 1) with either FOUR (4) inch upper case letters, or upper and lower case lettering as shown in Exhibit 11. This will enable the re-using of the existing blanks for new sign faces and reduce the cost of maintenance and replacement signing.

The City also stocks hardware for the mounting of these signs and these fittings would not have to be replaced to accommodate another sign blank. Standard locations for these signs shall be on the side of the road where no stop sign exists (e.g. on the near side left for motorists approaching a stop sign, and on the near side right for motorists

approaching an intersection having the right of way). Where possible, street name signs shall not be installed on the same corner as a stop sign so as to detract from the effect of the stop sign.

- iv) All illuminated signs (Exhibit 2) shall be removed as the need arises, e.g. when damaged or when the legend is faded or unreadable. The ongoing electrical service costs and maintenance costs due to a high susceptibility to vandalism and damage to the faces and underground servicing, make it desirable to eliminate the type of signing.
- v) All other signs presently in use (e.g. our present standard as shown in Exhibit 1) be replaced with the adopted standard, when service life has been met or when damage occurs. These older blanks can be re-used by applying a new sign face thereby eliminating some of the cost incurred in purchasing new aluminum sign blanks.
- vi) A supplementary sign indicating municipal numbering be added or incorporated with major arterial sectional signing where it is felt this signing would be of assistance to the motoring public in highly developed commercial areas. (See Exhibit 9).
- vii) To reduce the number of various sign faces and blanks being used in the City of Mississauga, it is recommended not to allow the use of any street name sign in new subdivision areas which does not comply with the standard established by the City, except for those areas where prior commitments have been made (e.g. Erin Mills and Meadowvale).
- viii) That advanced signing to intersections be erected on roadways that have a speed limit of 40 MPH. For roadways where the speed limit is 40 MPH or less, the proposed arterial signing as per recommendation ii) is sufficient, and the target value of these signs is readily visible and readable for motorists.

William P. Taylor, P.Eng.,
Commissioner,
Engineering, Works and Building Department

JU:jb
Att.



Exhibit 1 - This is the standard sign presently used in Mississauga. FOUR (4) inch black upper case letters on a silver Scotchlite reflective background are incorporated onto a sign SIX (6) inches wide of an extruded aluminum material. Reflective life expectancy is approximately SEVEN (7) years and no appreciable vandalism to this sign is experienced. The average cost for one blank with legend on both sides is \$19.00.

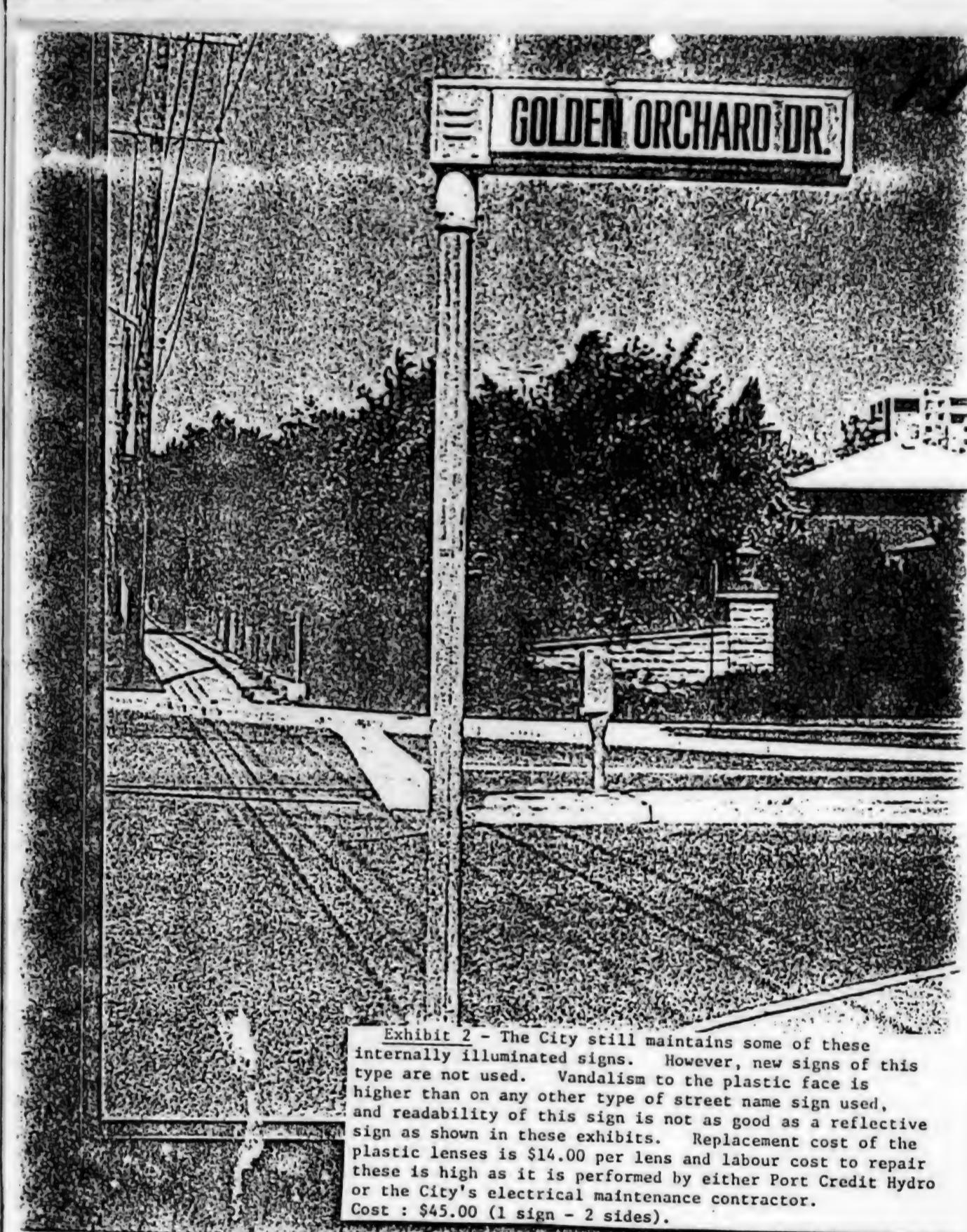


Exhibit 2 - The City still maintains some of these internally illuminated signs. However, new signs of this type are not used. Vandalism to the plastic face is higher than on any other type of street name sign used, and readability of this sign is not as good as a reflective sign as shown in these exhibits. Replacement cost of the plastic lenses is \$14.00 per lens and labour cost to repair these is high as it is performed by either Port Credit Hydro or the City's electrical maintenance contractor. Cost : \$45.00 (1 sign - 2 sides).



Exhibit 3 - This shows the signing being used in neighbourhood subdivisions in the Erin Mills group, the use of which it is understood, was authorized by Council.

These signs are characteristic of the Erin Mills area. However, the cost for these signs is excessive when compared with the cost of the standard sign as shown in Exhibit 1. The average cost for the Erin Mills type street name sign is \$41.00 for one blank. This is more than double the cost for the sign as shown in Exhibit 1.

Initial costs for this type of signing are not borne by the City, as normally these signs are supplied and erected by the subdivider. However after assumption, replacement costs will be higher than for those presently in use (Exhibit 1) and the budget allocation in the Engineering Sign Maintenance account will have to reflect this accordingly.

As in Exhibit 1 these signs are an aluminum material with reflective Scotchlite sheeting and have the same estimated life expectancy of seven years. Since the reflective qualities of the sign face have a service life of approx. seven years, replacement is recommended at the end of this period for maximum effect and visibility. This is also true of all reflective traffic signs.

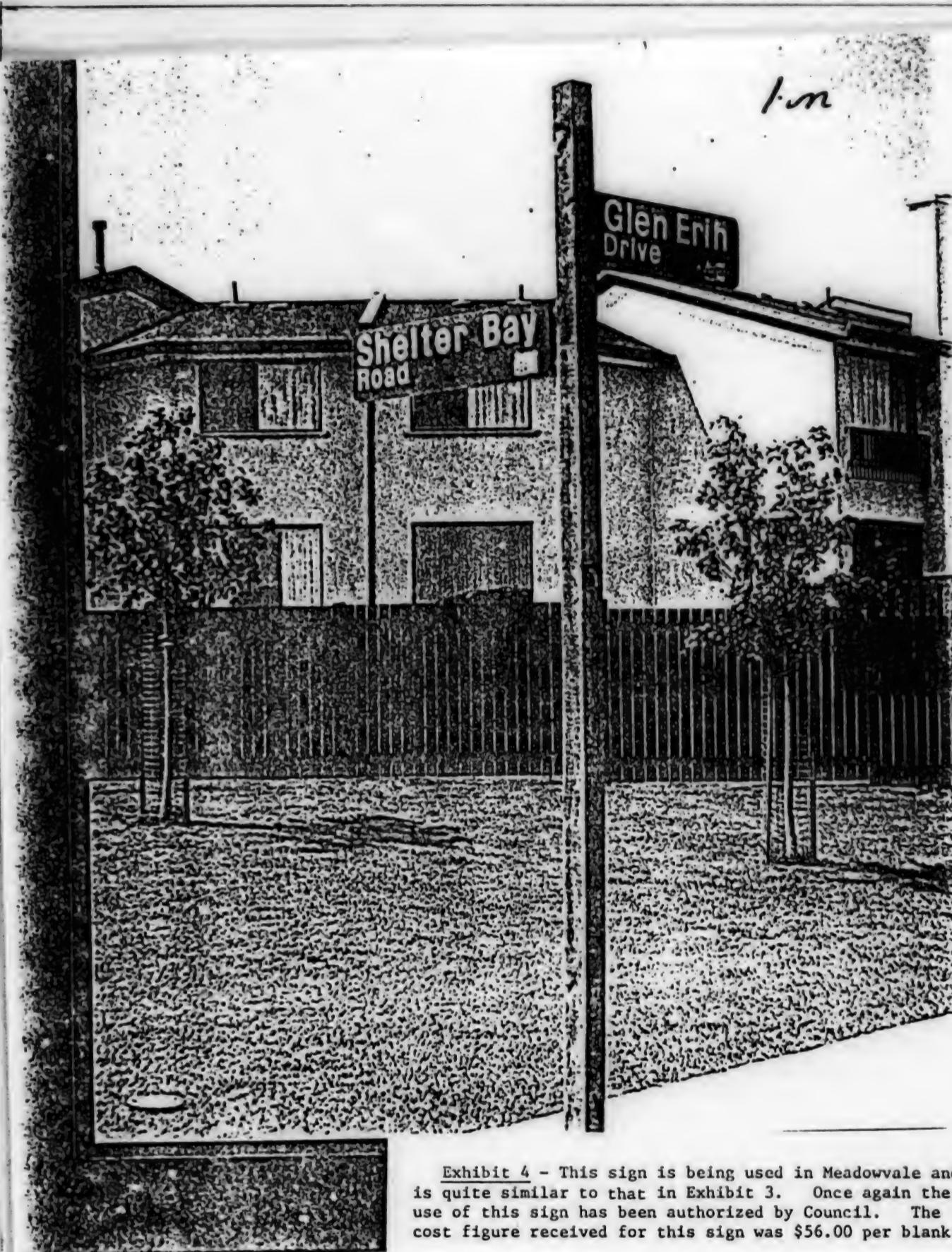


Exhibit 4 - This sign is being used in Meadowvale and is quite similar to that in Exhibit 3. Once again the use of this sign has been authorized by Council. The cost figure received for this sign was \$56.00 per blank.



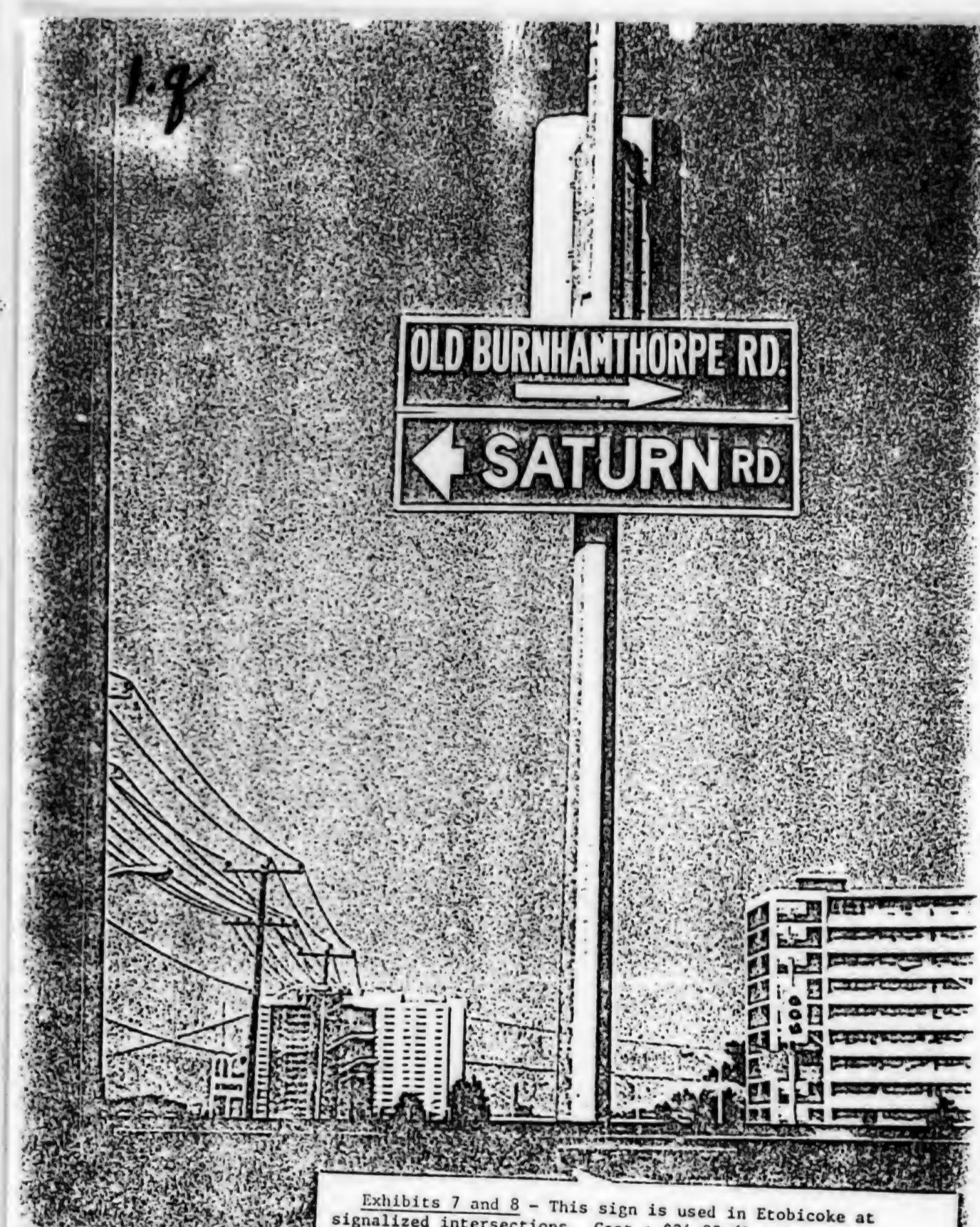
Exhibits 5 and 6 - The sign shown in this Exhibit is the one that the Physical Services Committee specifically requested the City to look into.

Etobicoke is presently using a high intensity Scotchlite material on these signs which increase reflectivity and the service life of the sign. The cost for the sign and posts complete is \$27.42.

We have been advised by the Traffic Department in Etobicoke that vandalism is quite high on this sign, and the most common problem is finding these signs bent in the middle. They are mounted at 3½ ft. above the road grade, and are easily within the reach of those wishing to do damage. We have some reservations as to the visibility of this type of sign in the winter when snow is banked on the edge of the road and its susceptibility to being damaged by plow wings. This possibly can be overcome by locating the sign further from the edge of the pavement if boulevard widths permit. These signs have a letter height of FOUR (4) inches and in this report we are recommending a letter height of FIVE (5) inches for arterial signing.

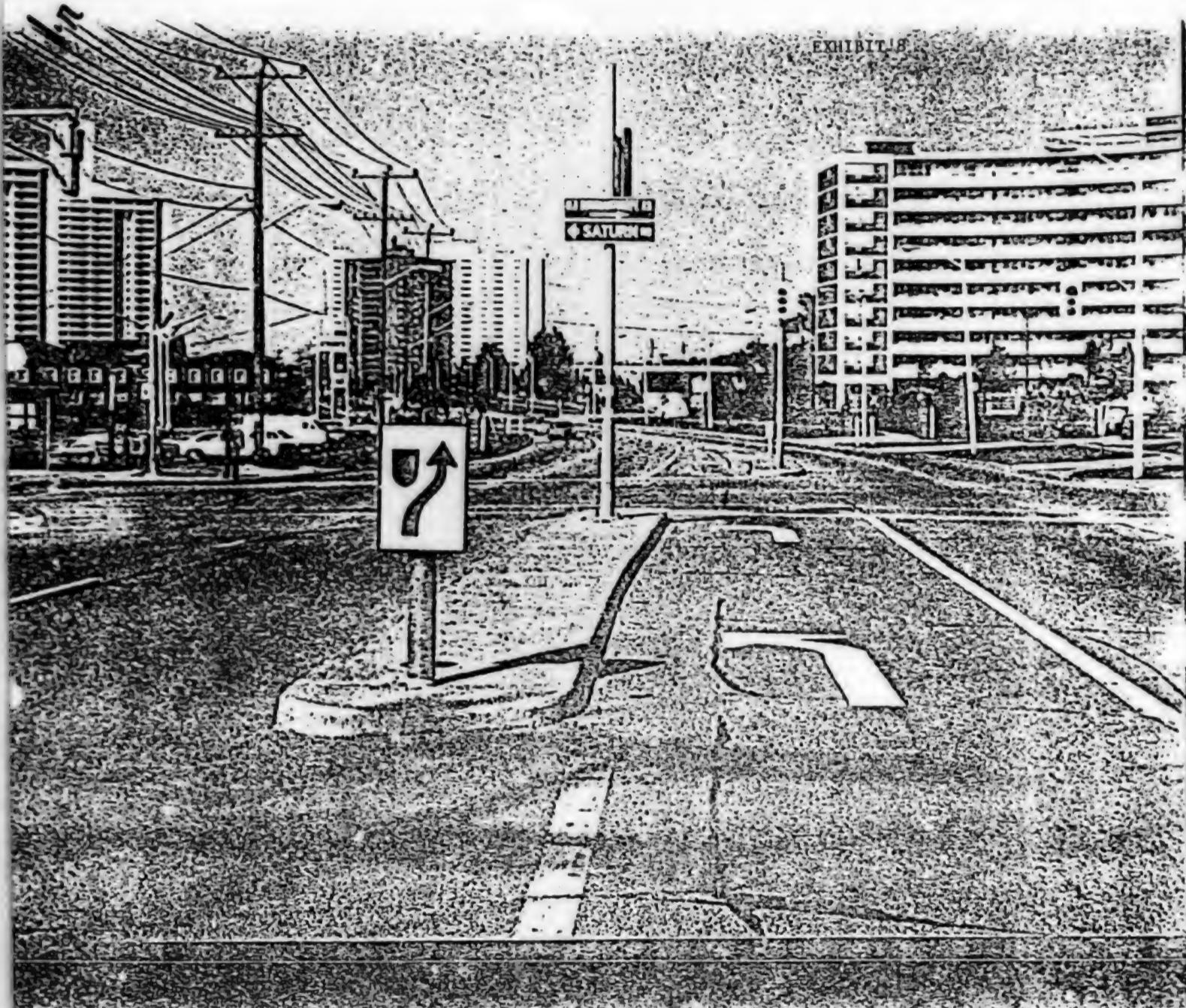


EXHIBIT 6



Exhibits 7 and 8 - This sign is used in Etobicoke at signalized intersections. Cost : \$24.00 (1 side)

EXHIBIT 18



1.5

BURNHAMTHORPE RD

618 624
625 627

Exhibit 9 - This sign is similar to Exhibit 7. However, it is used in advance of signalized intersections where there are no centre islands. Cost : \$24.00 (1 side)

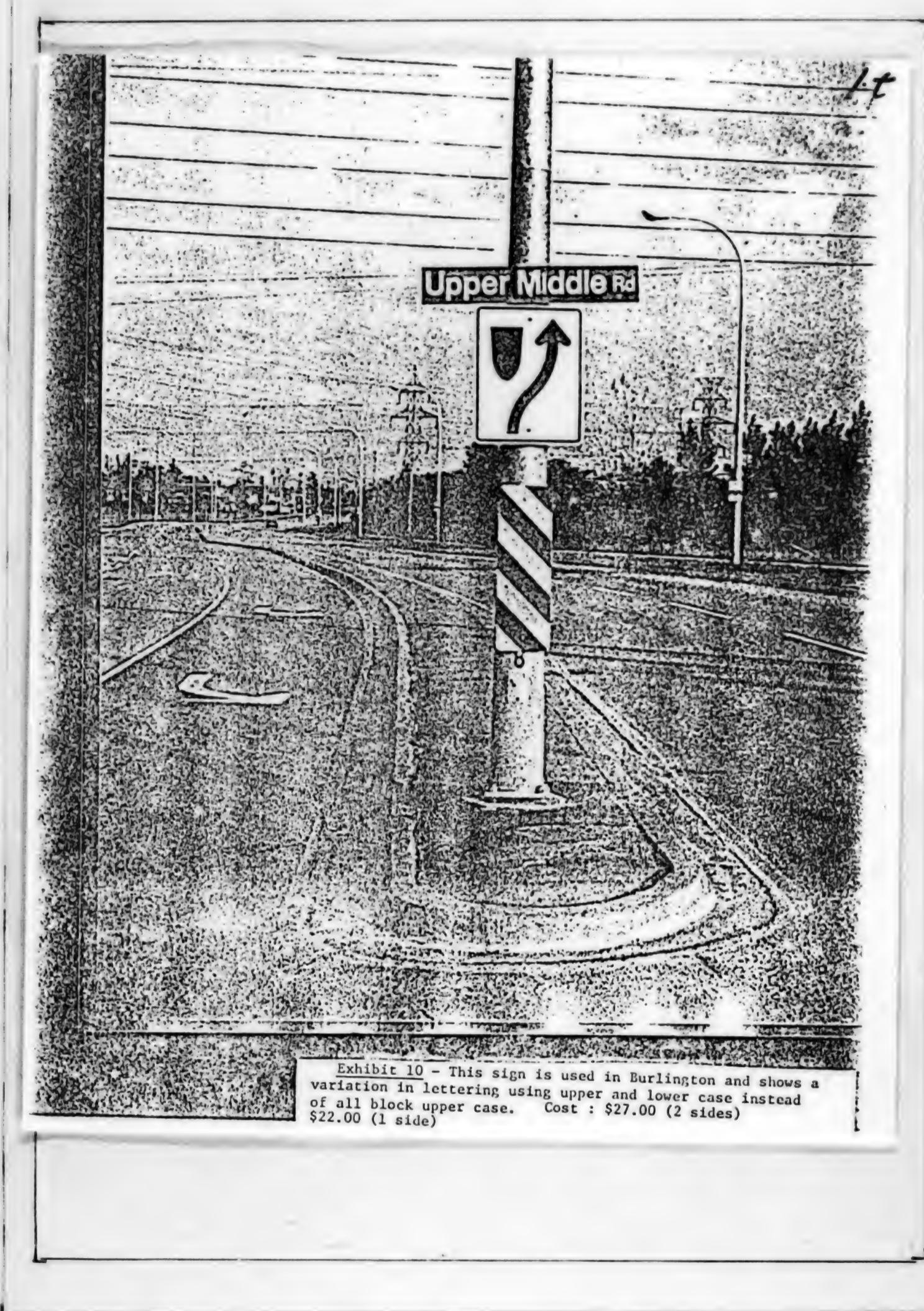


Exhibit 10 - This sign is used in Burlington and shows a variation in lettering using upper and lower case instead of all block upper case. Cost : \$27.00 (2 sides)
\$22.00 (1 side)

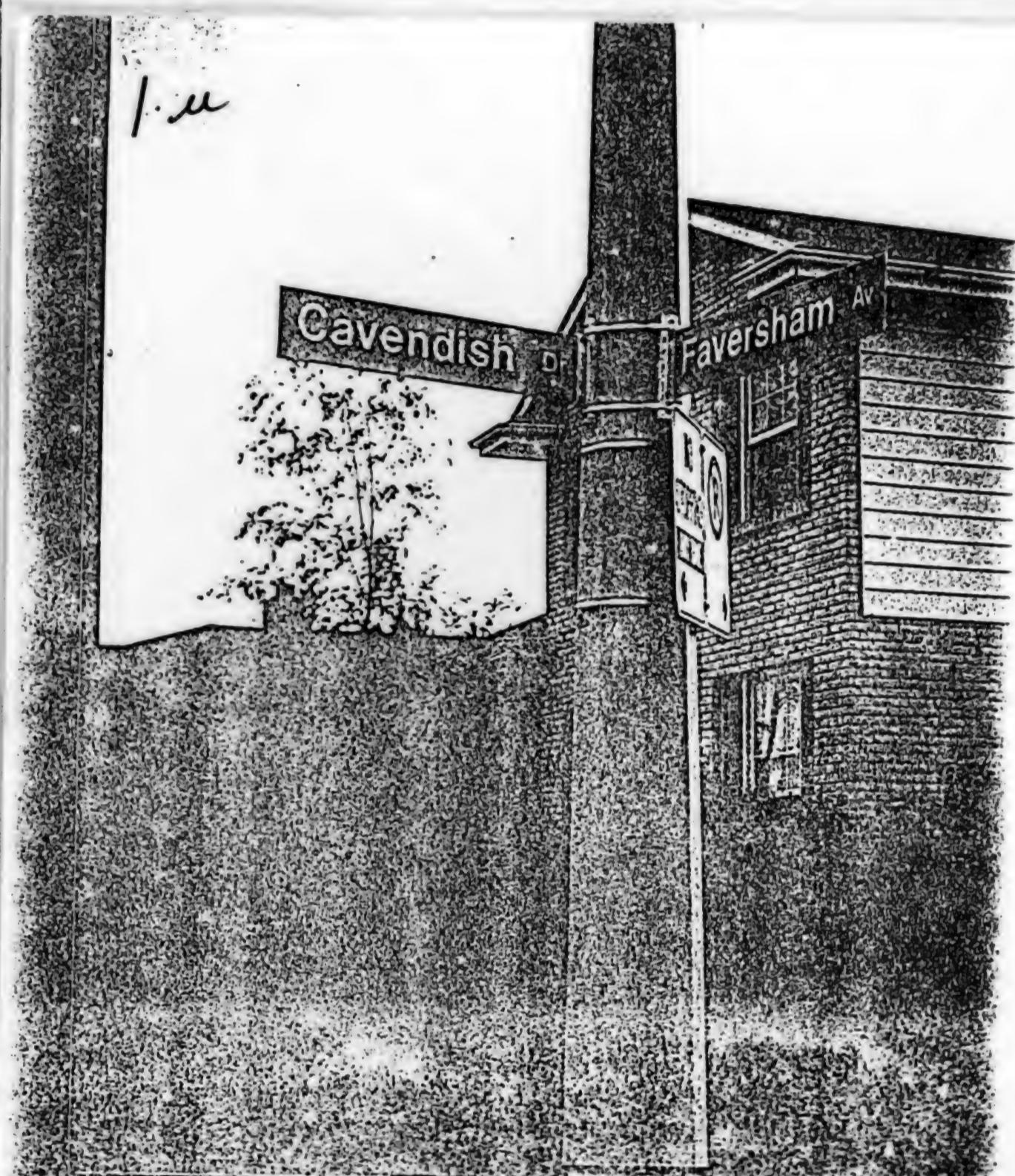


Exhibit 11 - This is a standard street name sign similar to Exhibit 1, different only in colour and the lettering being upper and lower case. This sign is in Burlington, and is also being used in Scarborough, manufactured with high intensity Scotchlite. \$19.00 (2 sides).



City of Mississauga

Our file : 17 211 00000

MEMORANDUM

To : Members of Council & Committee

To _____
Councillor D. Culham
Dept. _____
Ward 6

RECEIVED

From _____
REGISTRATION No. 1768

DATE OCT 20 1982

FILE No. F0501

Re : Risi Stone Products

CLERKS DEPARTMENT

A. E. McDonald, P. Eng.,
Engineering & Works Department

October 12, 1982

P. W. DATE Dec. 16/82

The Engineering Department has requested and received a complete brochure from "Risi Stone Products" outlining their products.

This department has employed the "Pisa Stone" precast retaining wall at various sites and is using this material on the Stillmeadow Road project.

The Dura-Crib retaining wall is being used by developers to accommodate a differential of grade on Bridlepath Trail. This retaining wall will be monitored and if found to be acceptable, employed on future Capital Works projects.

A. E. McDonald
A. E. McDonald, P. Eng.,
Director of Maintenance Engineering

BES:sa

cc : E. Halliday

RECEIVED

OCT 19 1982

COUncILLORS



CITY OF MISSISSAUGA

MAYOR AND MEMBERS OF GENERAL COMMITTEE

3.
To Mayor and Members of General Committee No. 13054 Mr. William P. Taylor, Commissioner**MEMORANDUM**Files: 11 211 00096
12 111 00014
11 141 00011**RECEIVED**

Dept. DATE NOV 24 1982 Engineering and Works

FILE No. F0207

CLERK'S DEPARTMENT November 19, 1982

cc. DATE DEC 01 1982

P. W. DATE 10ec 16/82

SUBJECT: Naming of streets within Mississauga City Centre Secondary Plan.

ORIGIN: Engineering and Works Department.

COMMENTS:

The street configuration for the Mississauga City Centre area as defined in the Mississauga City Centre Secondary Plan is at present comprised of a mixture of existing and proposed streets.

The streets may be categorized as follows:

1. Existing Streets	- named
2. Existing Streets	- unnamed
3. Existing Streets	- unnamed and continuations of either existing named streets or proposed streets with approved names
4. Proposed Streets	- named
5. Proposed Streets	- unnamed
6. Proposed Streets	- unnamed and continuations of either existing named streets or proposed streets with approved names
7. Existing Streets	- to be closed as development occurs - 3 portions of City Centre Drive at the southwest, northwest and northeast quadrants of the ring road together with the connector road from City Centre Drive to the access road to Hurontario Street.

All existing office and commercial buildings within the area have City Centre Drive addresses and are unaffected by the proposed recommendations.

The newly constructed roadworks at the northeast quadrant of this area will have appropriate directional signing installed until the selection of names is complete.

We are of the opinion that the street configuration within the City of Mississauga City Centre area should be named at this time as opposed to naming the streets on an ad hoc basis. We are, therefore, making the following recommendations for your consideration.

..2

3.a

Mayor and Members of General Committee
November 19, 1982
Page 2

Subject: Naming of streets within
Mississauga City Centre Secondary Plan

RECOMMENDATIONS:

1. That the streets contained within the Mississauga City Secondary Plan be named as follows: (as outlined in Sketch 'A' copy of which is attached - streets 1 to 9).
Street 1 - Rathburn Road West
Street 2 - Confederation Parkway
Street 3 - Elora Drive
Street 4 - Webb Drive
Street 5 - Yarmouth Drive
Street 6 - City Centre Drive
Street 7 - City Centre Drive (existing)
Street 8 - City Centre Drive
Street 9 - Robert Speck Parkway West
2. That the streets contained within the Mississauga City Secondary Plan as outlined in Sketch 'B' copy of which is attached (streets 10 to 18 inclusive) be referred to the Public Works Committee in liaison with Mascan Corporation and the Matthews Group and that they be requested to recommend proposed names of these streets to General Committee within two months.
3. That prior to the Public Works Committee submitting the names of the proposed streets to General Committee that the names selected be referred through the Commissioner of Engineering and Works and the Region of Peel for approval in the usual manner in order that no conflicts or duplications will result.

ansd
AEM:dw
Attach's.

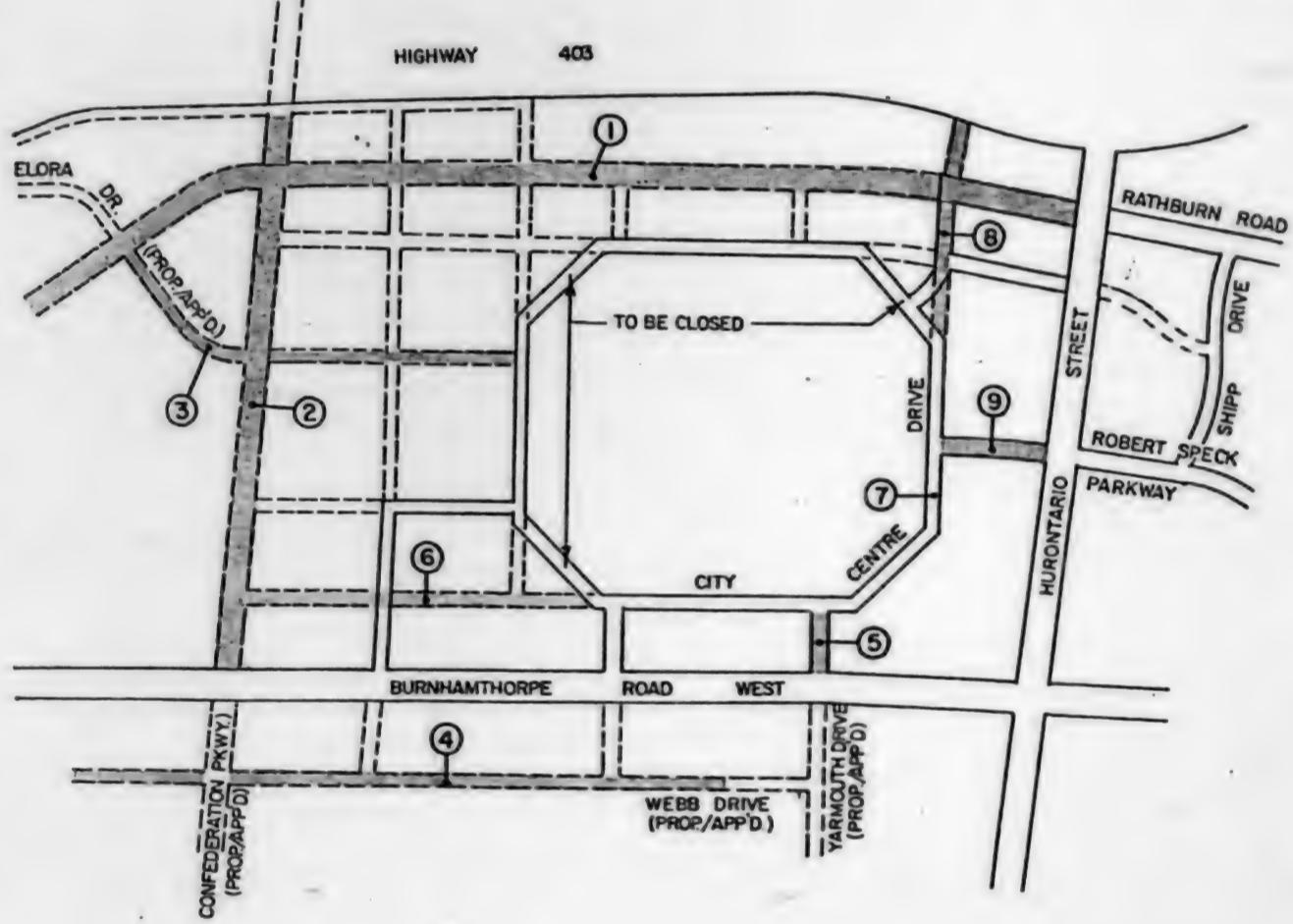
Approved by:
City Manager

William P. Taylor
William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

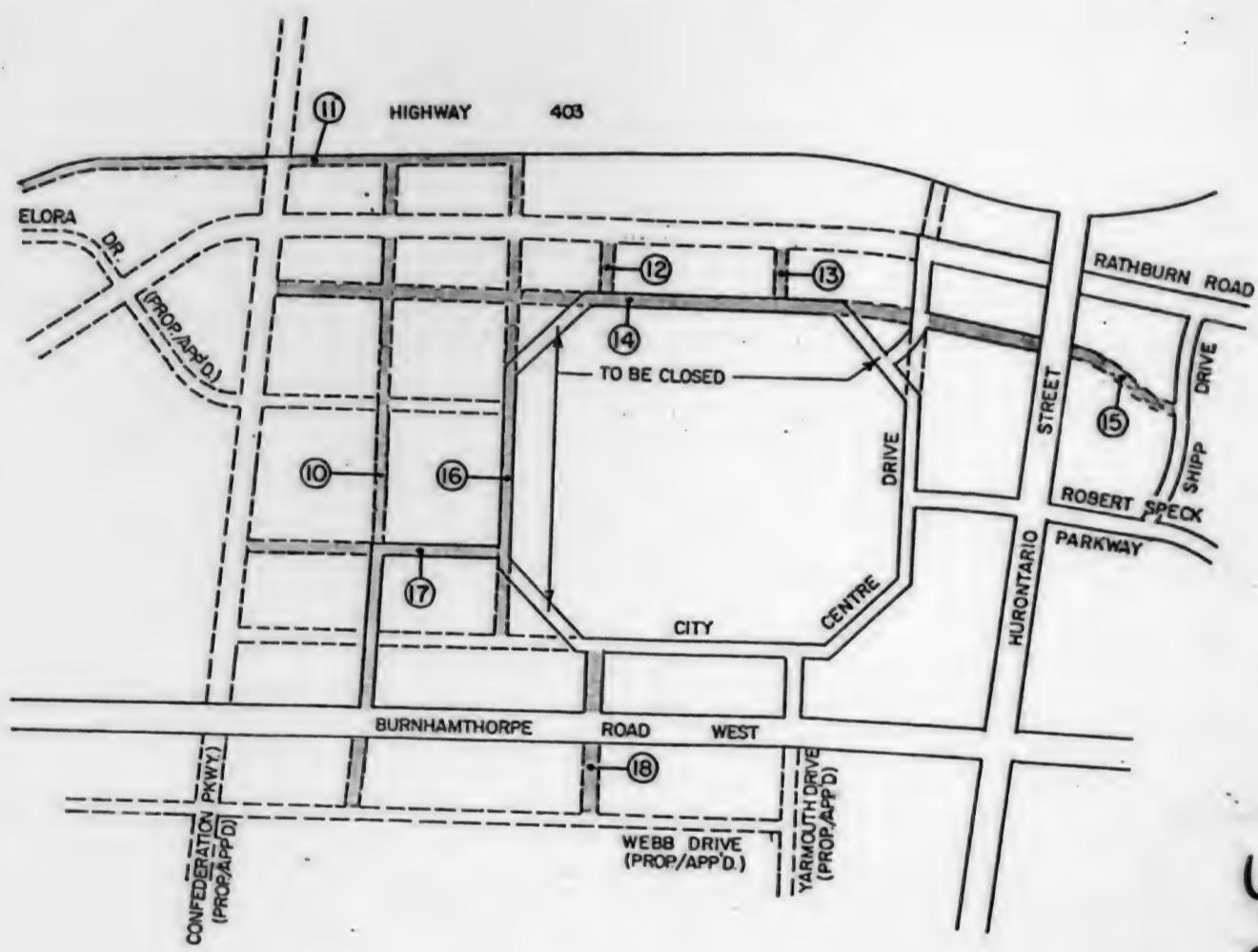
C.C. Mr. E. M. Halliday

SKETCH 'A'

q.8



SKETCH 'B'





H.

City of Mississauga

MEMORANDUM

File: 11 141 00039

To Chairman and Members of the
Public Works Committee

Dept.

RECEIVED

Mr. William P. Taylor, Commissioner

REGISTRY No. 13916

Dept. Engineering and Works

DATE DEC 14 1982

FILE No. J 04-02

J 0501

December 10, 1982

CLERK'S DEPARTMENT

P. W. DATE Dec. 16/82

SUBJECT: Various Public Works Items

ORIGIN: Engineering and Works Department

COMMENTS: At the last Public Works Committee meeting we were requested to provide a series of items for discussion at the next Public Works Committee meeting. The Committee indicated its desire to review certain functions undertaken by the Engineering and Works Department such as winter maintenance, maintenance work undertaken in 1982 and proposals for 1983, capital improvements undertaken in 1982 and proposed works in 1983, together with the street lighting upgrading which has been completed to date and the works proposed in 1983. The following are our comments on the various works undertaken by the Engineering and Works Department for your review.

1. Capital Works Programme - 1982

The following Capital Works Projects were completed, or substantially completed, during the 1982 construction season.

Major Roads

- a) Lakeshore Road East - Rosewood Avenue to Seneca Avenue
- b) Lakeshore Road East - Lorne Park Intersection Improvement
- c) Lakeshore Road East - Mississauga Road Intersection Improvement
- d) Winston Churchill Boulevard - Britannia Road to Derry Road
- e) Confederation Parkway - Dundas Street to north of Hillcrest Avenue
- f) Hillcrest Avenue - Parkerhill Road to Hurontario Street
- g) Eglinton Avenue - Etobicoke Creek to Renforth Drive
- h) Rathburn Road Grade Separation at Hwy. 10 including connector streets
- i) Winston Churchill Boulevard - Eglinton Avenue to Britannia Road
- j) Argentia Road Extension - Derry Road to Fifth Line
- k) Bramalea Road - Drew Road to City limits

...2

Chairman and Members of the
Public Works Committee
December 10, 1982
Page 2

4.a

Re: Various Public Works Items

COMMENTS - cont'd. Local Roads

- a) Churchill Avenue - Airport Road to Lancaster Avenue (80% complete)
- b) Wilcox Road - Burnhamthorpe Road to Rathburn Road
- c) Stillmeadow Road - Dundas Street to Paisley Boulevard (80% complete)
- d) Ellesboro Drive - Britannia Road to Suburban Drive
- e) Shady Lawn Court - Suburban Drive to Suburban Drive
- f) Fairview Road - Hurontario Street to Hanson Road (90% complete)
- g) Mavis Road - Rathburn Road Intersection Improvement
- h) Burnhamthorpe Road - Autumn Harvest - Corbet Drive Intersection Improvement
- i) Agnes Street - Confederation Parkway to Hurontario Street
- j) Vermouth Avenue - Mississauga Valley Boulevard to east of Yale

Watercourse Improvements

- a) Applewood Creek through Lakeview Golf Course
- b) Cooksville Creek - Robert Speck Parkway southerly to pedestrian footbridge (work to start December 1982)
- c) Cooksville Creek - North and South Service Roads (tender imminent)
- d) Lornewood Creek Culvert at C.N. Rail

Other

Sidewalk Programme - Normal Programme - Mississauga Road, Wolfedale Road, Airport Road, Thamesgate Drive, Dunbar Road, Ripon Street, Britannia Road, Fairview Road, Glengarry Road and Falconer Drive.

Arterial Road Programme - Burnhamthorpe Road - Autumn Harvest Drive to Tomken Road; Dixie Road - Fairways Apartment to Plaza; Cawthra Road - Silvercreek Boulevard to Burnhamthorpe Road; Lakeshore Road - Inverhouse Drive to Southdown Road; Hurontario Street - Lakeshore Road to Park Street; Dundas Street - Hammond Road to King Forrest Drive.

2. Proposed 1983 - 1987 Capital Budget

Attached is a very preliminary 5-Yr. Capital Budget. As you can see, it is broken down into Major Road Improvements, Local Road Improvements, Storm Drainage Improvements and Other Improvements. We have submitted this Capital Budget to the Finance Department requesting their initial comments regarding the proposed funding. This budget is very preliminary in nature and is far from finalization.

H. b

Chairman and Members of the
Public Works Committee,
December 10, 1982
Page 3

Re: Various Public Works Items

COMMENTS - cont'd. 3. Streetlighting

Approximately five years ago we embarked on a long term Streetlighting Upgrading Programme which had the two following objectives:

- a) To improve the streetlighting on City streets in built-up areas where the existing lighting was less than 50% of that required by City standards.
- b) To eliminate the City's 6000 incandescent streetlights and replace them with high pressure sodium in order to upgrade existing lighting standards and also decrease in the energy consumption used to light the luminaires.

We have prepared Map No. 1 which shows the retrofit update completed up to and including 1982. These areas are shown in blue. The red areas are those areas which are proposed for retrofit upgrading during 1983.

Map No. 2 shows the proposed retrofit upgrading in 1983 together with the proposed capital improvements for major road upgrading shown in green, and the black areas show major repairs which will be completed in 1983 and are carried over from 1982.

Map No. 3 shows the retrofit upgrading programme which still remains to be done shown in yellow. The major road upgrading lighting projects shown in orange and the major repairs required because of deteriorated equipment shown in red.

As far as the retrofit programme is concerned, there is approximately 2,600 incandescent lights yet to be replaced and in today's costs the monies involved to complete this programme would be in the order of 1.5 Million Dollars. The completion of the programme to upgrade streetlighting on major roads within the built-up areas of the City would cost in the order of 2.5 Million Dollars and the major repairs required because of deteriorated equipment is in the order of \$100,000.00. The proposed 1983 Capital Budget for Streetlighting will be in the order of \$325,000.00.

4. Snow Plowing, Sanding and Salting - Roads and Sidewalks

Objective

To reduce economic losses to the community and industry caused by workers unable to get to their work.

To facilitate the handling of emergencies by the Fire, Police and Ambulance Services.

To maintain safe passable school bus and public transit routes.

H.C

Chairman and Members of the
Public Works Committee,
December 10, 1982
Page 4

Re: Various Public Works Items

COMMENTS - cont'd. | Level of Service

First Priority (Green) - SEE MAPS 4 (a) and 4 (b)

When the snowfall exceeds three inches snowplowing is undertaken on all the priority routes as indicated in green on the Works Department Plowing Map. Bus routes, hospital access routes and subdivision collector roads are included in this priority rating.

Second Priority

Only after the first priority routes have been completed are the internal roads in a subdivision plowed. This system permits a level of service which allows all roads to be passable within 24 hours, however, in extremely heavy snowfalls, or back to back storms, the time could be extended to 48 hours following the end of a snowstorm.

Sanding and Salting

Objective

To reduce the hazards of icy roads.

Level of Service

First Priority (Red) - SEE MAPS 5 (a) and 5 (b)

Arterial, major collectors and collector roads receive first priority and are treated with sand or salt depending on the temperature conditions. Bus routes are also on this priority basis. This is marked in red.

Second Priority

Intersections, steep grades and school zones on internal subdivision roads are treated with a sand salt mixture (7:1) when icy conditions occur.

Third Priority

Internal subdivision roads other than intersections, steep grades and school zones are only treated in severe icy conditions with sand/salt mixture owing to the high cost and environmental consideration. These conditions rarely require such action.

Sidewalk Snow Plowing - SEE MAP 6

Objective

To provide safe and convenient conditions during the winter months on priority sidewalks.

H. d

Chairman and Members of the
Public Works Committee,
December 10, 1982
Page 5

Re: Various Public Works Items

COMMENTS - cont'd.

Level of Service

Priority Sidewalks

When snowfalls exceed eight centimetres snowplowing of priority sidewalks, as determined and approved by Council, is undertaken. Those include:

- a) Major arterials
- b) Sidewalks in front of Senior Citizens complexes
- c) Heavily pedestrian travelled residential sidewalks.

Sanding of these sidewalks is undertaken following any snow or ice storm.

No other sidewalks are maintained during the winter months.

5. Snow Removal

Objective

To remove the build-up of snow from plowing in commercial areas where insufficient boulevard snow storage area is available, and to remove snow at dead ends, courts, cul-de-sacs, intersections, etc.

Level of Service

This operation is usually completed within three days from the end of a storm. Where greater accumulation is experienced every attempt is made to complete the work within five days of any type of storm.

6. Assistance to Senior Citizens for Snow Clearing Driveways and Walks

The subsidy presently available to Senior Citizens and/or handicapped residents of the City is \$50.00 per household for the winter season.

Owing to the extremely heavy snowfalls experienced in the past winter season this service has become very popular with Senior Citizens and handicapped residents owing to the difficulties in being able to look after their snow removal. It is expected that in excess of 400 requests for subsidy will be received by the Treasury Department in the 1982/83 season.

Residents who are eligible for this assistance are requested to make application to Mrs. M. Fadden of the Treasury Department prior to the winter season commencing.

H. e

Chairman and Members of the
Public Works Committee,
December 10, 1982
Page 6

Re: Various Public Works Items

COMMENTS - cont'd. 7. Street Cleaning

Objective

To enhance the appearance of the City by removing all dirt and litter from its roads and streets.

Level of Service

Commercial areas are swept six times per month for six months; May, June, July, August, September and October.

Arterial and collector roads are swept five times per year; June, July, August, September and October.

Residential streets not at all other than Spring cleanup.

8. Fire Hydrants

See attachment from Region of Peel.

9. Leaf Pickup - SEE MAP 7

Objective

To undertake leaf pickup in heavily treed areas where bagging of the leaves for garbage pickup is impractical.

Level of Service

This programme is concentrated within a six week period in the Fall months and a one week period in the Spring of each year. The time of commencement depends upon the weather conditions and the quantity of leaves that has been placed for pickup.

Loose leaves should be placed in neat piles or windrows on the boulevard or in ditches, free of branches, stones, or any other foreign matter since these items seriously damage the leaf machines. Vacuum machines are utilized to pick up these leaves and the leaves are disposed of at suitable dump sites throughout the City.

Residents are encouraged in areas not previously served to bag their leaves in weights not more than 50 lbs. and place out for regular garbage pickup.

The 1982 Leaf Pickup Programme is expected to be completed by Friday, December 17, 1982, weather permitting.

...7

4. f

Chairman and Members of the
Public Works Committee,
December 10, 1982
Page 7

Re: Various Public Works Items

COMMENTS - cont'd. 10. Think Snow

Listed below are some suggestions which if adhered to will assist the Works Department maintain safe passable roads throughout the Winter season and also assist the residents to meet Winter's changing road conditions.

To The Motorist

- a) Do not leave your car parked on the street during plowing or clearing operations as vehicles parked on streets make plowing very difficult and sometimes impossible. In this way we will be able to remove snow faster and more efficiently.
- b) Drive with extreme care and reduce speed especially in school zones.
- c) A flashing blue light on a vehicle indicates snowplowing or salt/sand spreading. Give them a wide berth and stay well back.
- d) Do not pass snowplowing trucks that are plowing on all lanes in the same direction on arterial roads.
- e) Keep windows clear, front, rear and both sides. Remember danger can come from any direction. Brush snow off all around before starting out. Do not be a peep-hole driver. Do not forget to clear the air intake in front of the windshield and free wiper blades if they are frozen.
- f) Road splatter from slush and salted wet roads can greatly reduce visibility. Use windshield washers often, and if you are driving at night stop occasionally to clean headlights and tail-lights. Headlight efficiency can be cut in half by grime.
- g) It is best not to drive at all in fog, sleet or heavy snow, but, if you must, keep your headlights on. Use the low beam, high beams give less illumination, more glare.
- h) Replace bald tires, preferably with snow tires.
- i) Faultless brakes are a "must" for winter safety. Have the equalization checked. A pull to one side can cause a dangerous skid.
- j) Drive at reduced speed on new fallen snow and avoid heavy braking.
- k) Remember, visibility is reduced in a snow storm.
- l) Frequent washing of your car with special attention to the undercarriage will reduce the corrosive action of road salt.
- m) Keep in mind that traffic starting and stopping at intersections has a polishing effect on ice and packed snow.

4.9

Chairman and Members of the
Public Works Committee,
December 10, 1982
Page 8

Re: Various Public Works Items

COMMENTS - cont'd.

- n) Give yourself plenty of time and space to stop.
- o) Carbon Monoxide kills. A faulty exhaust system can mean disaster. Have the entire system checked for leaks.
- p) Use an Anti-freeze solvent in the washer system and make sure the defrosters are working adequately.

To The Pedestrian

- a) Take extra precautions crossing streets since a motorist's visibility is reduced during a storm.
- b) The use of rubber footwear gives better traction than leather on hard-packed snow.
- c) Watch out for patches of ice on sidewalks that are covered by a thin skiff of new fallen snow. These spots are treacherously slippery.

To The Householder

- a) Sidewalks and driveways shovelled when the snow is still fresh are much easier to clean.
- b) Throw snow back onto the lawns, not out onto the street. Only sufficient salt is spread to melt road snow.
- c) Do not stockpile snow in the gutter on the left side of your driveway (facing the street) as the snowpile will be unavoidably pushed into your driveway at the next plowing completely plugging it if you do.
- d) Your co-operation is requested in the interest of public safety in assisting your local Fire Department by removing snow around fire hydrants. Heavy accumulations of snow placed by property owners bury these hydrants which could cause delays in connecting fire equipment in emergencies.

Sidewalk Snowplowing and Sanding

Priority sidewalks are on:

- a) Major arterials
- b) Sidewalks in front of Senior Citizen complexes
- c) Heavily pedestrian travelled residential sidewalks
- d) School sidewalk routes

Sidewalks are plowed when the snowfall exceeds eight centimetres. No other sidewalks are plowed during the Winter months.

Sanding of the priority sidewalks are undertaken as required following any snow or ice storm.

4. h

Chairman and Members of the
Public Works Committee,
December 10, 1982
Page 9

Re: Various Public Works Items

COMMENTS - cont'd.

Senior Citizens Snow Clearing Subsidy

The subsidy presently available to Senior Citizens and/or handicapped residents of the City is \$50.00 per household for the Winter season. Residents who are eligible for this assistance are requested to make application to Mrs. M. Fadden of the Treasury Department prior to the Winter season commencing.

General

The City Works Department has available for the Winter season adequate number of salt and sand spreaders, snowplows and vehicles with radio communication. To ensure safe passable roads throughout the Winter season snow crews are alerted when Toronto Weather Office indicates snow. Crews are alerted to spread salt on major arterial and collector roads at the first fall of snow. This is followed by plowing when the snowfall exceeds three inches. These priority routes which include bus routes and subdivision collector roads are plowed first. Only after the priority routes have been completed are the internal roads in a subdivision plowed. This system permits a level of service that allows all roads to be passable within 24 hours. However, extremely heavy snowfalls or back to back storms could extend this period to 48 hours following the end of a storm.

Internal subdivision roads other than intersections, steep grades and school zones, are only treated in severe icy conditions with sand/salt mixture owing to the high cost and environmental consideration. These conditions rarely require such action.

The main purpose of this level of service is to expedite the flow of traffic on our streets in a "Priority Need System".

11. Watercourse Maintenance

Level of Service

The current level of service on grass cutting allows for one cut per annum in those areas of high residential or industrial density, with a three-year cycle on weed spraying. Not all areas are able to be cut due to restricted funding.

The current level of service on watercourse cleanup under "Watercourse Maintenance" allows for a once per annum sweep of the channels in high residential density areas only.

Watercourse Improvement funding allows for only minimal works, usually in about two to three small projects per annum.

4.i

Chairman and Members of the
Public Works Committee,
December 10, 1982
Page 10

Re: Various Public Works Items

COMMENTS - cont'd.

How Effective Is It?

Watercourse Weed and Grass Control - Dependent upon weather conditions, the once per annum cut in residential and industrial areas is only cosmetic after the cut and accounts for a high degree of undergrowth and weed spread. This service, if monies should be made available, could be upgraded to the same level as roadside mowing in high density residential and industrial areas and allow for a once per annum cut on all other areas.

Watercourse Maintenance - The once per annum sweep in residential areas is totally ineffective and probably unrealistic. All watercourses in high residential density areas should receive the same level of service as litter pickup and control. All other areas should receive at least a once per annum cleanup - a situation currently non-existent.

Watercourse Improvement - Putting out brush fires only. Owing to budget restrictions on this activity for several years, no long range co-ordination has been possible. Relatively effective in its function of providing relief from erosion to isolated areas.

Should We Be Going To The Public For Advice?

No. However, we could use a programme of better educating the public in the maintenance of these watercourses; e.g. - No dumping of branches and logs into the river beds; no littering; clean up of the more isolated watercourses by the adjoining neighbours. Possible assistance could be received from Community groups in the co-ordinated cleanup of designated areas under an Assistance Programme.

Worst Areas In The City

Litter

- a) Sheridan Creek
- b) Mimico Creek
- c) Cooksville Creek
- d) Loyalist Creek
- Park Royal Area
- Malton
- Entire length
- Dundas Highway to Fifth Line

Siltation

- a) Mullet Creek
- b) Glen Erin Creek
- c) Wolfendale Creek
- d) Loyalist Creek
- e) Mimico Creek
- Streetsville
- Mississauga Road
- Stavebank Road
- Woodchester Drive to Winston Churchill Boulevard
- North and South of Morning Star

H.J

Chairman and Members of the
Public Works Committee,
December 10, 1982
Page 11

Re: Various Public Works Items

COMMENTS - cont'd. 12. 1982 Completed Maintenance Work - SEE MAPS 8 (a) and 8 (b)

On the attached Maps 8 (a) and 8 (b) the maintenance work completed in 1982 is shown. The work is broken down into various colours representing the various maintenance treatments as follows: Asphalt Resurfacing, Surface Treatment, Asphalt Repair (patching), Crack Filling, Slurry Seal and Sidewalk Repairs. Similar type work will be undertaken during the 1983 maintenance season, the extent of which will be dependent upon City funding available together with M.T.C. subsidy.

We have attempted to assemble this package of information for your consideration and Public Works Committee may wish to instruct the Public Affairs Department to distribute some of this to the public as part of an Information Brochure.

RECOMMENDATION:

That the report concerning various Public Works Items submitted by the Commissioner of Engineering and Works dated December 10, 1982, be received.

AEM:dw
Attach's.

William P. Taylor
William P. Taylor, P. Eng.,
Commissioner,
Engineering and Works.

c.c. Mr. E. M. Halliday

1983 CAPITAL BUDGET SUMMARY

November 24, 1982

\$ x 1000

COMMENTS

Priority	Description	Gross Cost	Subsidy	Recovery	Net City Cost	Previous Approval	Additional Approval	Comments
<u>Major Roads</u>								
1.	Tomken Road - Eglinton Avenue to Burnhamthorpe Road	1010	450	19	541			Note: \$70,000 for streetlighting \$40,000 for traffic signals included.
2.	Tomken Road - Hwy. 401 to Courtney Park Drive.	1900	800		1100			
3.	Connector Road - Hwy. 10 to Shipp Drive including structure at Cooksville Creek (design only)	60		30	30			
4.	Intersection Improvements	600		280	320			
	(a) Tomken Road - Bloor Street							
	(b) Drew Road - Torbram Road							
	(c) Confederation Pkwy - King Street							
	(d) Kennedy Road - Derry Road							
5.	Eglinton Avenue - Mississauga Road to Creditview Road - pre-design of grade separation & land acq. incl. application to C.T.C.	500		200	300			
6.	Confederation Parkway - Hillcrest Avenue to Fairview Road (Phase II)	300		140	160			
7.	Burnhamthorpe Road - Mavis Road to Erindale Station Road incl. Mavis Road from Burnhamthorpe to Rathburn	316		100	104	112		
8.	Acquisition of Right-of-Way for Matheson Blvd. from Dixie Road to Etobicoke Creek (Phase I) Airport South Industrial Park	500		250*	250			*Assuming major thoroughfare designation is obtained from the M.T.C.
Sub-Total - Major Roads		5186		2250	123	2813		

1983 CAPITAL BUDGET SUMMARY

\$ x 1000

Priority	Description	Gross Cost	Subsidy	Recovery	Net City Cost	Previous Approval	Additional Approval	Comments
<u>Local Roads (continued)</u>								
7.	Hammond Road - Queensway to Dundas	850	360	40	450	500	-50	\$500,000 approved in 1982 Capital Budget, Developer Contr.
8.	Hillside Drive - Thomas Street to Mullet Creek.	300	130	20	150	117	33	\$150,000 approved in 1982 Capital Budget, Developer Contr.
9.	Drew Road - Dixie Road and westerly (2 lane ditched road)	90				90		Subject to rezoning being approved, gratuitous conveyance of land payment of levies and building permit being applied for.
10.	Hyacinthe Blvd.- Miss. Valley Blvd. to Cawthra Road	270		135		135		
	SUB-TOTAL - Local Roads	4715	2034		240	2441	687	13

J.H.

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<u>1983 CAPITAL BUDGET SUMMARY</u>							\$ x 1000	
Priority	Description	Gross Cost	Subsidy	Recovery	Net City Cost	Previous Approval	Additional Approval	Comments
<u>Local Roads</u>								
1.	Camilla Rd. - North Service Road to Paisley Boulevard	950	450	20	480			Developer Contribution
2.	Suburban Drive - Plainsman Road to Shadylawn Court	380	160		220			
3.	Plainsman Road from Suburban to Alpha Mills	230	104		126			
4.	Hickory Drive - Burnhamthorpe Road northerly for 1200 ft. Incl. intersection at Burnhamthorpe Road and Hickory Drive.	400	160		160	80		Developer Contribution
5. (a)	Wilcox Road - Rathburn Road to Meadows Blvd. (Incl. Storm Trunk)	589	230		359*			Required for Church Const.
(b)	Meadows Blvd. - Wilcox to Cawthra	145	65		80*			*All costs shown will be recovered by the City from agreements from Church and Developers.
(c)	Meadows Blvd. - Wilcox to 200m West	135	61		74* &**			**These works will not proceed until such time as the funds are received from the developers to cover the City's share of the cost.
(d)	Wilcox Rd. - Meadows Blvd. to Terminal	176	79		97* &**			
6.	Paisley Boulevard - Goodison Ave. to Antigua Road.	200	100		100	70	30	70 approved in 1982 Capital Budget

1983 CAPITAL BUDGET SUMMARY

\$ x 1000

Priority	Description	Gross Cost	Subsidy	Recovery	Net City Cost	Previous Approval	Additional Approval	Comments
<u>"STORM DRAINAGE"</u>								
1.	Mary Fix Creek storm trunk sewer from north limit of Domtar to Burnhamthorpe Road.	1400	1200	200				Developer contribution. Recovery from Mathews & Rogers. Project will not proceed until funding received from Developers.
2.	Mary Fix Creek Culvert at C.P.R.	500			500			Developer contribution by Domtar.
3.	Camilla Road culvert at Cooksville Creek.	260			260			To be undertaken in concert with Road programme.
4.	Relief storm sewer and oversizing	200			200			
5.	Applewood Creek Improvement (Lakeview Golf Course) Phase III	100			100			Assigned to Rec. & Parks Capital Budget.
6.	Cooksville Creek-East Branch-Box Culvert from Rathburn Rd. to #403				640			
7.	Loyalist Creek Improvements				350			
	SUB-TOTAL - Storm Drainage	3450	NIL		1,800		1,650	

ms.t

D.H.

1983 CAPITAL BUDGET SUMMARY

Priority	Description	Gross Cost	Subsidy	Recovery	Net City Cost	Previous Approval	Additional Approval	Comments
<u>"OTHER"</u>								
	Land Acquisition	200		100		100		Requirement for Capital Works Programme
	Transportation Study Update	500		375*		125		Special Agreement with M.T.C. - 75% Subsidy. *Separate Subsidy Account.
	Streetlighting				325			
	Traffic Signals	300		150*		150		*Separate Subsidy Account
	PHASE II Computerization of Traffic Signals	800		400+		400		+Subsidy Account
	Sidewalks - i) Normal Programme ii) Major Road Systems	100		100		50		
	Replace Mavis Road Roof	60				60		Leaks in roof are beginning to affect structural walls and is critical for replacement.
SUB-TOTAL								
1983 TOTAL BUDGET								
		15,686		4,384 525*	2,163	8,214	687	13
				400+				

1984 CAPITAL BUDGET SUMMARY

\$ x 1000

Priority	Description	Gross Cost	Subsidy	Recovery	Net City Cost	Previous Approval	Additional Approval	Comments
<u>Major Roads</u>								
1.	Winston Churchill Blvd. from Derry Rd. to South Grade Point of the #4Q1 Interchange	900	400		500			
2.	Tomken Road - Courtneypark Drive Derry Road	1900	800		1100			
3.	Eglinton Avenue - Widening at Hospital Entrance	225	100		125			
4.	Intersection Improvements 1. Hurontario St. & Park Ave. 2. Torbram Rd. & Kimbel St. 3. South Service Rd. & Ogden Ave. 4. Burnhamthorpe Rd. & Elora Dr.	600	300		300			
5.	Connector Road - Hurontario to Shipp Drive (Incl. structure)	600	300		300			
6.	Matheson Blvd. Right-of-Way Acquisition from Dixie Rd. to Etobicoke Creek (Stage II) (Airport South Industrial Pk)	600	300		300			
7.	Eglinton Ave. from Cawthra to Hurontario	2200	1000		1200			
8.	Central Pkwy East from Rathburn Rd. to Hwy. 403	450	200		250			
SUB-TOTAL	Major Roads	7475	3400		4075			

d.H

1984 CAPITAL BUDGET SUMMARY

\$ x 1000

Priority	Description	Gross Cost	Subsidy	Recovery	Net City Cost	Previous Approval	Additional Approval	Comments
<u>Local Roads</u>								
1.	Bath Road & Slough Street	200	90		110			
2.	Glengarry Road - Queensway to Dundas Street	600	250		350			
3.	Enola Avenue south of Lakeshore Road	175	75		100			
4.	The Greenway south of Lakeshore Road	175	75		100			
5.	Swanhurst Blvd. - Ellesboro to Suburban	350	150		200			
6.	John Street - Hurontario Street to cul-de-sac	200	90		110			
7.	Breckenridge Road - Cawthra Road to Hyacinthe Boulevard	220	100		120			
8.	Yale Road - Vermouth to Hyacinthe	120	50		70			
SUB-TOTAL - Local Roads		2040	880		1160			

1984 CAPITAL BUDGET SUMMARY

\$ x 1000

1985 CAPITAL BUDGET SUMMARY

\$ x 1000

Priority	Description	Gross Cost	Subsidy	Recovery	Net City Cost	Previous Approval	Additional Approval	Comments
<u>Local Roads</u>								
1.	Wrenwood Crescent - Darcel Avenue to Monica Avenue	450	200		250			
2.	Suburban Drive - Shady Lawn Court to Ellesboro Drive	200	90		110			
3.	Rockhill Road - Darcel Avenue to Brandon Gate (B & S)	200	90		110			
4.	Bayswater Crescent	80	40		40			
5.	Upgrading of Local Roads with asphalt	600	300		300			
	A. Lushes Ave. - Southdown Rd. to Sheridan Creek B. Glen Rd. - Lorne Park Rd. to Southerly End C. Indian Grove - South Sheridan Way to Indian Rd. D. Kenolie Ave. - Stavebank Rd. & Easterly End							
SUB-TOTAL (LOCAL ROADS)		1530	720		810			
SUB-TOTAL - ROADS		12130	5290	1200	5640			

2.18

1985 CAPITAL BUDGET SUMMARY

\$ x 1000

Priority	Description	Gross Cost	Subsidy	Recovery	Net City Cost	Previous Approval	Additional Approval	Comments
<u>STORM DRAINAGE</u>								
1.	Relief Storm Sewers & Oversizing	400						
2.	Applewood Creek - Lakeview Golf Course (Phase V)	100			100			Assigned to Rec. & Parks - Last Phase of the programme.
3.	Cooksville Creek (Phase I)	600			600			Twinning of Dundas St. Culvert Phase I
	SUB TOTAL STORM DRAINAGE	1100			100	1000		
<u>"OTHER"</u>								
	Land Acquisition	600		300		300		
	Streetlighting	300			300			
	Traffic Signals	300		150*		150		*Separate Subsidy Account
	Sidewalks - i) Normal Programme ii) Major Roads	100			100			
	Parking Lot Acquisition	200			50			
					200			
	SUB-TOTAL - OTHER	1550		300		1100		
				150*				
	Engineering - Totals	14780		5740		1300	7740	

1986 CAPITAL BUDGET SUMMARY

Priority	Description	Gross Cost	Subsidy	Recovery	Net City Cost	Previous Approval	Additional Approval	\$ x 1000	Comments
<u>Major Roads</u>									
1.	Eglinton Avenue - Mavis Road to Hurontario St.	1100	550					550	
2.	Central Parkway W. - Erindale Stn. Road to Mavis Road	1000	450					550	
3.	Intersection Improvements	400	200					200	
4.	Matheson Blvd. from Creekbank Rd. easterly to Street "A" in Airport Industrial Park Phase I Structure at Etobicoke Creek	3200	1600					1600	This project will commence in 1986 with a carryover into 1987.
	SUB-TOTAL MAJOR ROADS	5700	2800					2900	

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1986 CAPITAL BUDGET SUMMARY

\$ x 1000

Priority	Description	Gross Cost	Subsidy	Recovery	Net City Cost	Previous Approval	Additional Approval	Comments
<u>Local Roads</u>								
1.	Mill St.- Church St. to Terminus	100	45			55		
2.	Delta Rd. - Lakeshore to C.N.R.	260	120			140		
3.	Cherriebele Rd. - Lakeshore to C.N.R.	270	125			145		
4.	Orchard Mill Rd. - Dixie to Terminus	260	120			140		
5.	St. Mary's Ave. - West of Dixie Road to end	260	120			140		
6.	Fergus Ave. - Lakeshore Rd. to C.N.R.	260	120			140		
7.	St. James Ave. - Dixie to Terminus	270	125			145		
SUB-TOTAL - LOCAL ROADS								
		1680	775			905		

1986 CAPITAL BUDGET SUMMARY

Priority	Description	Gross Cost	Subsidy	Recovery	Net City Cost	Previous Approval	Additional Approval	Comments
<u>STORM DRAINAGE</u>								
	Major Watercourse Improvement (Royal Windsor Drive Storm Trunk)	1500	400		1100			Royal Windsor Storm Trunk from Winston Churchill Blvd. to Sheridan Creek
	Relief Storm Sewers & Oversizing	200			200			
	Cooksville Creek Phase II	600			600			Twining of Dundas St. Culvert (Phase IV)
	SUB-TOTAL STORM DRAINAGE	2300	400		1900			
<u>"OTHER"</u>								
	Land Acquisition	600	300		300			
	Streetlighting	300			300			
	Traffic Signals	300	150*		150			*Separate Subsidy Account
	Sidewalks - i) Normal Programme ii) Major Roads	100	50		100			
	Parking Lot Acquisition	200			200			
	SUB-TOTAL - OTHER	1550	150*	300	1100			Cash In lieu of funds to provide some or all of City Funds.
	Engineering - Totals	11230	4,425		6805			

X-H

1987 CAPITAL BUDGET SUMMARY

\$ x 1000

Priority	Description	Gross Cost	Subsidy	Net City Recovery	Previous Approval	Additional Approval	Comments
<u>Major Roads</u>							
1.	Matheson Blvd. from Creekbank Rd. easterly to Rd. "A" Airport South - Phase II	1600	800	800			
2.	Huronario St. - Burnhamthorpe Rd. to north of Robert Speck Pkwy including intersections	700	325	100	275		Recovery from Shipp & possible additional recovery from Mascan will reduce City share
3.	Creditview Rd.-Eglinton Ave. to McCaughey	2000	900	900	1100		
4.	Mavis Rd. Grade Separation (Design & Land)	300	150	150	150		
5.	Intersection Improvements	400	200	200	200		
6.	Burnhamthorpe Rd. - Mississauga Rd. to Erin Mills incl. Structure	1050	500	500	550		Structure over Sawmill Creek.
7.	Mississauga Rd.-Britannia to Alpha Mills	1400	600	600	800		
SUB TOTAL - MAJOR ROADS		7450	3475	100	3875		

1987 CAPITAL BUDGET SUMMARY

\$ x 1000

Priority	Description	Gross Cost	Subsidy	Recovery	Net City Cost	Previous Approval	Additional Approval	Comments
<u>Local Roads</u>								
	Rosemary Drive - Queensway to Northernly Limit	500	230		270			
	King Street - Hurontario to Confederation Parkway	350	150		200			
	Creelman Road - Florian to Cliff Road	160	70		90			
	Victory Crescent - Airport Road to Merritt Avenue	200	90		110			
	McNaughton Avenue - Airport Road to Victory Crescent	180	70		110			
	Upgrading of Local Roads with asphalt Area "A"	500	250		250			
	Minaki Rd. - Woodland Ave.							
	Veronica Dr. - River Rd.							
	Inglewood Dr. - Mora Rd.							
	Oriole Ave. - Cotton Dr.							
	River Rd. - Vesta Dr. - Sandham Rd.							
	SUB TOTAL - LOCAL ROADS	1890	860		1030			

2 H

1987 CAPITAL BUDGET SUMMARY

\$ x 1000

Priority	Description	Gross Cost	Subsidy	Recovery	Net City Cost	Previous Approval	Additional Approval	Comments
<u>Storm Drainage</u>								
	Miscellaneous Storm Drainage & Oversizing	200			200			
<u>Watercourse Improvements:</u>								
	1. C.N.R. Culvert Improvements at Cooksville Creek - Phase I and Dundas Street Bemming	800			800			
	SUB TOTAL STORM DRAINAGE	1000			1000			
<u>Other</u>								
	Land Acquisition	500	250		250			
	Sidewalks - i) Normal Programme ii) Major Roads	100	50		100 50			
	Traffic Signals	300	150*		150			*Separate Subsidy Allocation
	Streetlighting	300			300			
	Parking Lot Acquisition	200			200			Cash in lieu of funds to provide some or all of City Funds.
	SUB TOTAL - OTHER	1450	250 150*		1050			
	Engineering - TOTALS	11790	4735		100	6955		



"FIREMEN UNABLE TO FIGHT FIRE UNTIL HYDRANT FOUND"

PROTECT YOUR LOVED ONES, YOUR PROPERTY, YOUR SELF WITHOUT YOUR CO-OPERATION, THE ABOVE HEADLINE COULD APPEAR THIS WINTER IF A FIRE BREAKS OUT ON YOUR STREET.

IT'S ENOUGH OF A PROBLEM WHEN NATURE COVERS UP A FIRE HYDRANT BUT SOME PROPERTY OWNERS AND HOUSEHOLDERS HAVE IN PREVIOUS WINTERS INADVERTENTLY USED SHOVELS AND SNOWBLOWERS TO ALSO COVER THE HYDRANTS. IN AN EMERGENCY THIS MAKES THE RAPID LOCATION OF A FIRE HYDRANT VERY DIFFICULT.

LAST YEAR REGION OF PEEL CREWS HAD TO LOCATE OVER 3,500 "LOST" HYDRANTS. DON'T CONTRIBUTE TO THE PROBLEM, AND PLEASE DON'T IGNORE IT. THE NEXT FIRE COULD BE YOURS.

IF THE HYDRANT CLOSEST TO YOUR HOME OR PLACE OF BUSINESS IS BURIED UNDER SNOW DON'T IGNORE IT, DO SOMETHING. YOUR NEIGHBOURS, REGIONAL STAFF AND YOUR LOCAL FIRE DEPARTMENT WILL GREATLY APPRECIATE YOUR EFFORTS TO REMOVE THE SNOW SO THE HYDRANT IS VISIBLE AND ACCESSIBLE. IF YOU CANNOT UNDERTAKE THIS WORK YOURSELF, CALL THE REGION OF PEEL PUBLIC WORKS DEPARTMENT, 791-8400 EXT. 408/410.

0586 82/8

H. hb

PUBLIC WORKS COMMITTEE
DATE: DECEMBER 16, 1982

SUMMARY OF UNFINISHED BUSINESS

128C/17C

Page 1

REQUEST NO.	REPORT REQUESTED FROM	SUBJECT	SOURCE	DUe DATE	NO. OF REVISIONS
168-81	Eng. & Works	Sod Damage to Boulevards- Problem Areas, i.e. bus stops, School Routes, etc.	Public Works - June 18/81	Dec. 16/82	8
281-81	Eng. & Works	Co-ordination of Maintenance Services, i.e. boulevard cutting, parks cutting	Current Budget - 1982	Dec. 16/82	5
91-82	Eng. & Works	Decorative Street Lights In Streetsville Business Improvement District - 1982 Review	Public Works - Feb. 18/82	April 30/83	1
163-82	Eng. & Works	Feasibility of Constructing "rippled" pavement as a speed deterrent on roadway at Mineola Rd. E. and Mineola Gardens	Public Works - May 20/82	March/83	1
198-82	Eng. & Works	Creek Maintenance - Loyalist Creek & the Mary Fix Creek	Memo dated July 12/82 - from Councillor D. Culham Culham	Dec. 20/82	-
220-82	Eng. & Works	Size of street signs in Mississauga at intersections	Letter dated August 6/82 from Brampton Councillor Diane Sutter, enclosing copy of letter from a concerned resident.	Dec. 16/82	1
246-82	Eng. & Works	Traffic at Mississauga Road/Q.E.W. designation of high occupancy traffic lanes for buses & vehicles carrying 4 or more persons	Letter dated Sept. 28/82 from Staff Insp. E. A. MacDonald, Peel Regional Police, Council - Oct. 12/81	Jan. 20/83	1

CITY OF MISSISSAUGA

M I N U T E S

MEETING #5

NAME OF COMMITTEE:

PUBLIC WORKS

DATE OF MEETING:

Thursday, December 16, 1982

PLACE OF MEETING:

Committee Room 'A' 9:30 a.m.

MEMBERS PRESENT:

Councillor D. Culham, Chairman
Mr. J. Newell, Vice-Chairman
Councillor D. Cook
Councillor M. Marland
Councillor R. Skjarum
Mr. J. Rogers (arrived 9:55 a.m.)

MEMBERS ABSENT:

Mr. W Schofield
Mr. P. Kar

STAFF PRESENT:

Mr. W. P. Taylor, Commissioner of
Engineering and Works
Mr. A. McDonald, Director, Maintenance
Engineering
Mr. D. Debenham, Works Manager
Mr. J. Thomas, Traffic and
Transportation Engineer
Mr. D. Rae, Design and Standards
Engineer, Engineering and Works (re
Item 4(iii))
Mrs. C. Dodds, Committee Co-ordinator

Apologies for absence were received from Mr. Schofield.

MATTERS CONSIDERED:

1. Report dated October 22, 1982 from the Commissioner of Engineering and Works regarding street name signs in Mississauga, in response to a letter dated August 6, 1982, from Councillor D. Sutter of the City of Brampton to Mayor McCallion. Also attached to Mr. Taylor's report was a copy of a report forwarded to the Physical Services Committee on October 25, 1976 and adopted by Council on November 8, 1976, which dealt with the street name signing issue in Mississauga and formed the basis for the ongoing policy. Mr. Taylor advised that the Street Name Signing Policy developed in 1976 was adequate and concluded that the current policy met, and in some cases exceeded, street name signing practices in other municipalities.

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ITEM 1 CONTINUED...

Mr. Taylor recommended:

"That the report dated October 22, 1982 from the Commissioner of Engineering and Works regarding Street Name Signs in Mississauga, be received."

File: F.02.01 See Recommendation #37 (M. Marland)

APPROVED

2. For the information of Members of the Committee, attached to the agenda was a copy of a memorandum dated October 12, 1982 from the Director of Maintenance Engineering to Councillor D. Culham, regarding Risi Stone Products and other products used on retaining walls. In his memorandum, Mr. McDonald advised Councillor Culham that the Engineering Department had employed the "Pisa Stone" precast retaining wall at various sites and was using this material on the Stillmeadow Road project. The Dura-Crib retaining wall, a Risi Stone product, was being used by developers to accommodate a differential of grade on Bridlepath Trail and this retaining wall would be monitored and if found to be acceptable, would be employed on future Capital Works projects.

File: F.05.01 See Recommendation #38 (R. Skjarum)

RECEIVED

3. General Committee, at its meeting on December 1, 1982, considered a report dated November 19, 1982 from the Commissioner of Engineering and Works, regarding the naming of streets within the Mississauga City Centre Secondary Plan, and made the following recommendation:

"That the report dated November 19, 1982 from the Commissioner of Engineering & Works with respect to the naming of streets within the Mississauga City Centre Secondary Plan be referred to the Public Works Committee."

Attached to the agenda was the report dated November 19, 1982 from Mr. Taylor in which he advised that the configuration was, at present, comprised of a mixture of existing and proposed streets and the street configuration

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ITEM 3 CONTINUED...

should be named at this time as opposed to naming the streets on an ad hoc basis. Mr. Taylor recommended:

(a) That the streets contained within the Mississauga City Centre Secondary Plan be named as outlined in Sketch 'A' attached to the report dated November 19, 1982, from the Commissioner of Engineering & Works, as follows:

Street 1 -	Rathburn Road West
Street 2 -	Confederation Parkway
Street 3 -	Elora Drive
Street 4 -	Webb Drive
Street 5 -	Yarmouth Drive
Street 6 -	City Centre Drive
Street 7 -	City Centre Drive (existing)
Street 8 -	City Centre Drive
Street 9 -	Robert Speck Parkway West

(b) That the streets contained within the Mississauga City Centre Secondary Plan as outlined in Sketch 'B' attached to the report dated November 19, 1982, from the Commissioner of Engineering & Works (streets 10 to 18 inclusive) be referred to the Public Works Committee in liaison with Mascan Corporation and The Matthews Group and that they be requested to recommend proposed names of these streets to General Committee within two months.

(c) That prior to the Public Works Committee submitting the names of the proposed streets to General Committee that the names selected be referred through the Commissioner of Engineering and Works and the Region of Peel for approval in the usual manner in order that no conflicts or duplications will result.

Since the streets listed as 1 through 9 were extensions/or continuations of named roads, it was moved by Councillor Skjarum that they be named as recommended in Mr. Taylor's report.

In view of the significance of the City Centre Core, Councillor Marland moved that a Sub-Committee be appointed to make recommendations to the Public Works Committee on the naming of the streets listed as 10 to 18 inclusive on Sketch 'B' and suggested that perhaps the history of the City of Mississauga and its former villages and hamlets, be considered when names are suggested. Councillor Marland

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ITEM 3 CONTINUED...

further moved that the Sub-Committee be composed of 2 Council representatives on the Public Works Committee, 1 citizen representative on the Public Works Committee, Mr. William Thomson, Principal Planner, Consulting Division of the Planning Department and Mr. Patrick Davies, Drafting Supervisor.

File: F.02.07

See Recommendation #39 (M. Marland)

4. Report dated December 10, 1982 from the Commissioner of Engineering and Works, reviewing certain functions undertaken by the Engineering and Works Department such as winter maintenance, maintenance work undertaken in 1982 and proposals for 1983, capital improvements undertaken in 1982 and proposed works for 1983, together with the streetlighting upgrading which has been completed to date and the works proposed in 1983. This report was requested by the Public Works Committee at its last meeting on October 21, 1982.

The Committee reviewed the report with Mr. Taylor:

(i) Capital Works Programme - 1982 - List of the Capital Works Projects completed, or substantially completed during the 1982 construction season on Major Roads, Local Roads, Watercourse Improvements and the normal and arterial road sidewalk programme.

It was drawn to the Committee's attention that "King Street - Edenhurst Drive to Red Oaks Park" had been omitted from Page 2 of the report under Local Roads and should be included as item (k) - (attachment 4A to the agenda).

The Commissioner of Engineering and Works was asked to supply the Members of the Public Works Committee with the dollar value of these works.

(ii) Proposed 1983 - 1987 Capital Budget - Attached to the report was a very preliminary 5-year Capital Budget, broken down into Major Road Improvements, Local Road Improvements, Storm Drainage Improvements and Other Improvements.

The Commissioner of Engineering and Works pointed out that the 5-year Capital Budget was very preliminary but felt that it was in line in view of the subsidies available.

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ITEM 4 CONTINUED...

(iii) Streetlighting - Update report on the status of the Long term Streetlighting Upgrading Programme, advising that in 1982 dollars it is estimated that to complete the retrofit programme would cost 1.5 Million Dollars. The completion of the programme to upgrade streetlighting on major roads within the built-up areas of the City would cost in the order of 2.5 Million Dollars and the major repairs required because of deteriorated equipment would be in the order of \$100,000. The proposed 1983 Capital Budget for Streetlighting will be in the order of \$325,000. Maps No. 1, 2, and 3, referred to in this section of the report were reviewed by the Committee.

The Committee was reminded of the need for standardization of the street lights and advised of problems experienced with street lights which necessitated their replacement. The Committee was further advised that 1800 new street lights had been installed since 1978, but due to the installation of the high pressure sodium lights, the City's energy consumption had not increased since that time.

The Chairman suggested that the Information and Public Relations Department should be asked to publicize the street lighting programme and the energy/cost savings involved to inform the public of the work being done by the City.

(iv) Snow Plowing, Sanding and Salting - Roads and Sidewalks - Outline of Objectives and Level of Service for Snow Plowing, Sanding and Salting and Sidewalk Snow Plowing. Maps 4(a), 4(b), 5(a), 5(b) and Map 6 referred to in this section of the report were reviewed by the Committee.

The Commissioner of Engineering and Works was asked to provide each Member of Council with a copy of the sidewalk snow plowing map. The Chairman pointed out that the snow plowing, sanding and salting of roads and sidewalks was another area which should be publicized to increase public awareness and therefore their understanding of the City's policies.

(v) Removal of Snow Build-up - Outline of objective and level of service.

(vi) Assistance to Senior Citizens for Snow Clearing Driveways and Walks - Outline of service, assistance and subsidy offered to senior citizens and/or handicapped residents of the City of Mississauga.

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ITEM 4 CONTINUED...

It was moved by Councillor Cook that the Information and Public Relations Department contact all Senior Public, Secondary and All Separate Schools in the City to see if any of their students would be willing to shovel snow for senior citizens and/or handicapped residents who required assistance. It was agreed that there might be students willing to do this type of work and that the Members of Council could refer people seeking help to these students. It was further agreed that once a list of students had been compiled, its existence should be published in the Senior Citizens Newsletter.

(vii) Street Cleaning - Outline of objective and level of service.

(viii) Fire Hydrants - Copy of insert prepared by the Region of Peel for enclosure with the water bills requesting the public to ensure that the fire hydrant closest to their home or place of business be cleared of snow and kept visible and accessible to the Fire Department at all times.

(ix) Leaf Pickup - Outline of objective and level of service. Map 7 referred to in this section of the report were reviewed by the Committee.

The Commissioner of Engineering and Works was requested to investigate the possibility of composting the leaves accumulated as a result of the leaf pickup programme and report back to the Public Works Committee at a later date.

(x) Think Snow - List of suggestions to Motorists, Pedestrians, Householders as well as the priority listing for sidewalk snowplowing and sanding, and the senior citizens snow clearing subsidy, which has been prepared to assist residents to meet Winter's changing road conditions as well as to assist the Works Department to maintain safe passable roads throughout the Winter season.

(xi) Watercourse Maintenance - Outline of Level of Service and assessment of its effectiveness in the areas of Watercourse Weed and Grass Control, Watercourse Maintenance, Watercourse Improvement, etc.

It was agreed that the Commissioner of Engineering and Works would bring this matter back to the Committee for its consideration at its meeting to be held in January, 1983. Chairman Culham suggested that the City might consider a "Clean City Pickup Day" along the lines of Arbor Day and involve the community in this project.

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(xii) 1982 Completed Maintenance Work - Maps 8(a) and 8(b)
referred to in this section of the report showing the
maintenance work completed in 1982 were reviewed by
the Committee.

It was agreed that a Press Release to publicize the
works undertaken in 1982 would be of interest to all
residents.

The Commissioner of Engineering and Works was asked to
leave the various maps displayed at the meeting in the
Committee Room for the perusal of Council Members not
in attendance at the meeting.

Mr. Taylor recommended:

"That the report dated December 10, 1982 from the
Commissioner of Engineering and Works regarding
various Public Works Items, be received."

Files: J.04.02 See Recommendation #40 (D. Cook)
J.05.01

5. Summary of Unfinished Business relating to the Public Works
Committee as of December 14, 1982.

File: A.03.04.06 See Recommendation #41 (M. Marland)

RECEIVED

Chairman Culham then thanked all Members of the Committee
and staff for their efforts and support in 1982. In
particular, he thanked Mr. Newell for his contribution to
the municipality and expressed his regrets that since he
had moved out of the City of Mississauga, Mr. Newell would
no longer be able to serve on the Committee.

On behalf of the Members of the Committee, Councillor
Skjarum then thanked Councillor Culham for his Chairmanship
and leadership during 1982.

RECOMMENDATIONS: As per Report No. 5-82

ADJOURNMENT: 11:10 a.m.

Christine Dodds
CHRISTINE DODDS, COMMITTEE CO-ORDINATOR
0016C/68C

PUBLIC WORKS COMMITTEE
0061/10C

DECEMBER 16, 1982
FILE: A.03.04.06

REPORT NO. 5-82

TO: The General Committee of the City of Mississauga.

LADIES AND GENTLEMEN:

The Public Works Committee presents its fifth report and recommends:

37. That the report dated October 22, 1982 from the Commissioner of Engineering and Works regarding Street Name Signs in Mississauga, be received, and a copy be forwarded to Councillor D. Sutter of the City of Brampton.

(38-37-82) F.02.01

38. That the memorandum dated October 12, 1982 from the Director of Maintenance Engineering to Councillor D. Culham, on the comparison and evaluation of Risi Stone Products and Pisa Stone Products used in retaining walls, be received.

(38-38-82) F.05.01

39. (a) That the streets contained within the Mississauga City Secondary Plan, as outlined in Sketch 'A' attached to a report dated November 19, 1982 from the Commissioner of Engineering and Works, numbered Streets 1 to 9, be named as follows:

Street 1 -	Rathburn Road West
Street 2 -	Confederation Parkway
Street 3 -	Elora Drive
Street 4 -	Webb Drive
Street 5 -	Yarmouth Drive
Street 6 -	City Centre Drive
Street 7 -	City Centre Drive (existing)
Street 8 -	City Centre Drive
Street 9 -	Robert Speck Parkway West

(b) That a Sub-Committee of the Public Works Committee be appointed composed of 2 Council representatives on the Public Works Committee, 1 citizen representative on the Public Works Committee, Mr. William Thomson, Principal Planner, Consulting Division of the

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ITEM 39 CONTINUED...

Planning Department and Mr. Patrick Davies, Drafting Supervisor, Engineering and Works Department, to make recommendations to the Public Works Committee on the naming of the streets contained within the Mississauga City Secondary Plan as outlined in Sketch 'B' attached to the report dated November 19, 1982 from the Commissioner of Engineering and Works, and numbered Streets 10 to 18 inclusive.

(38-39-82) F.02.07

40. (a) That the report dated December 10, 1982 from the Commissioner of Engineering and Works, reviewing certain functions undertaken by the Engineering and Works Department during 1982, be received.

(b) That the Information and Public Relations Department, with the assistance of the Engineering and Works Department, prepare news releases to publicize and explain the Programmes in the City of Mississauga for Streetlighting Upgrading, Snow Plowing, Sanding and Salting of Roads and Sidewalks, Snow Removal, Assistance to Senior Citizens and/or Handicapped Residents for snow clearing and to publicize the list of suggestions entitled "Think Snow" prepared to assist all residents to meet the challenges of winter;

(c) That the Information and Public Relations Department contact all Senior Public, Secondary and Separate Schools in the City of Mississauga to solicit the names, addresses and telephone numbers of students who would be willing to shovel snow for senior citizens and/or handicapped residents, and that when the list of students is available, copies be circulated to all Members of Council and notice of its existence be published in the Senior Citizens Newsletters.

(38-40-82) J.04.02
J.05.01

41. That the Summary of Unfinished Business relating to the Public Works Committee as of December 13, 1982, be received.

(38-41-82) A.03.04.06